The China Mail.

Established February, 1845.

Price, $2 per Month.

Vol. XLIII. No. 7530. 英一千八百八十七年十月十五號 HONGKONG, WEDNESDAY, OCTOBER 5, 1887. 丁亥年八月十九日

AGENTS FOR THE *CHINA MAIL*.

LONDON:—F. ALGAR, 11, & 12, *Clement's Lane, Lombard Street*, E. C. GEORGE STREET & Co., 30, *Cornhill*. GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 160 & 154, *Leadenhall Street*. W. M. WILIS, 151, *Cannon Street*, E.C.

PARIS AND EUROPE:—AMEDEI PRINCE & Co, 36, *Rue Lafayette, Paris*.

NEW YORK:—ANDREW WIND, 21, *Park Row*.

SAN FRANCISCO—and American Ports generally:—BEAN & BLACK, *San Francisco*.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney*.

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo*.

SINGAPORE, STRAITS, &c.:—SAYLE & Co., *Square, Singapore*. C. HEINSZEN & Co., *Manila*.

CHINA:—*Macao*, F. A. DE CRUZ. *Swatow*, QUIRLOR & Co. *Amoy*, N. MOALLE. *Foochow*, HENDE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital,.....$7,500,000
Reserve Fund,.....$3,000,000
Reserve Liability of Proprietors,..... $7,500,000

COURT OF DIRECTORS.

Chairman—C. D. BOTTOMLEY, Esq.
Deputy Chairman—Hon. J. BELL-IRVING.
J. F. DARBY, Esq. | Hon. A. P. MCEWEN.
J. L. DALRYMPLE, Esq. | S. C. MICHAELSEN, Esq.
W. H. FORBES, Esq. | J. S. MOSES, Esq.
H. HOPPIUS, Esq. | Hon. F. D. SASSOON.

CHIEF MANAGER.

Hongkong,.....THOMAS JACKSON, Esq.

MANAGER.

Shanghai,.....EWEN CAMERON, Esq.

LONDON BANKERS.—*London and County Bank*.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, September 20, 1887. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings' Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings' Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1887. 754

Notices of Firms.

NOTICE.

SHAIKALLY FAZULALLY begs to give Notice that he has This Day Disposed of his Business and the whole of his Stock of MILLINERY, DRAPERY, &c., to Messrs. STRINGER & Co., of 117, Queen's Road, who will carry on the Business in their own Name at 6 & 8, Peel Street and Wellington Street.

Hongkong, September 1, 1887.

NOTICE.

MESSRS. STRINGER & Co. having This Day PURCHASED the STOCK-IN-TRADE of SHAIKALLY FAZULALLY, MILLINER, DRAPER, &c., of 6 & 8, Peel Street and Wellington Street, beg to intimate their intention of Removing the whole of their present Stock from 117 Queen's Road to the above mentioned Premises, where they intend in future to carry on Business.

Hongkong, September 1, 1887. 1730

NOTICE.

MR. RATANJI SORABJI TALATI will SIGN the Name of our Firm from this date.

E. N. MEHTA & Co.

Hongkong, October 1, 1887. 1919

Notices of Firms.

TAKASIMA COLLIERY AGENCY.

NOTICE.

I HAVE This Day RESUMED CHARGE of the above AGENCY.

H. J. H. TRIPP.

Hongkong, September 20, 1887. 1833

NOTICE.

ON This Day the Undersigned have entered into PARTNERSHIP as SHARE and GENERAL BROKERS under the Style or Firm of JOSEPH & FREDERICKS.

S. A. JOSEPH,
J. A. FREDERICKS.

Hongkong, October 1, 1887. 1930

NOTICE.

THE PARTNERSHIP existing between Mr. KENNETH DOUGLAS ADAMS and Mr. JAMES LYON PLAYFAIR SANDERSON, at Foochow, Canton, Macao and London, under the Style of BIRLEY & Co., EXPIRED on 28th February last through effluxion of time.

Referring to the above Notice, the BUSINESS at Foochow, is being carried on by Mr. JAMES LYON PLAYFAIR SANDERSON, under the Style of

SANDERSON & Co.

Foochow, September, 1887. 1835

Intimations.

NOTICE.

HONGKONG HOTEL COMPANY, LIMITED.

FIRST MORTGAGE OF $300,000.

THE above Company is now prepared to Receive TENDERS for the LOAN to it of $25,000, to be secured as a FIRST MORTGAGE, with other sums on the Company's Property.

The Money will be required on the 20th Instant, to remain on Mortgage to the 20th April, 1889, for certain, with the Company's option of retaining it for a further period of 12 months. No Tenders will be entertained at over 6½ per Cent. Interest per annum, and the Company does not bind itself to accept the lowest or any Tender.

For further information, apply to

L. HAUSCHILD,
Secretary,
HONGKONG HOTEL CO., LTD.

Hongkong, October 4, 1887. 1943

HONGKONG CRICKET CLUB.

THE GROUND will be OPENED FOR CRICKET and LAWN TENNIS, on SATURDAY, the 1st October.

The OPENING MATCH, 12 v. 22, will be played on 7th and 8th October. Intending Players will please Sign their Names on the Lists placed for the purpose in the HONGKONG CLUB and CRICKET PAVILION.

Gentlemen desirous of proposing New Members will find the necessary Lists in both the above places.

ERNEST J. COXON,
Acting Hon. Secretary.

Hongkong, September 28, 1887. 1897

NOTICE.

THE MEETING of MARINE LOT-HOLDERS is further POSTPONED to SATURDAY, the 8th October, at the same place and hour. This Postponement has been made to avoid clashing with the Public Opening of the COLLEGE OF MEDICINE FOR CHINESE, fixed for the 1st October, at 3 p.m., and Mr. CHATER hopes that it will suit the convenience of all.

Hongkong, September 26, 1887. 1879

NOTICE.

MR. C. P. CHATER, INVITES the OWNERS and the ATTORNEYS or AGENTS of absent Owners of Marine Lots West of the Swimming Bath, TO MEET HIM in the CITY HALL, on SATURDAY, the 8th October, at 2.30 p.m., for the purpose of considering and discussing *the Project for the Reclamation of the Foreshore extending from the Gas Works to the Swimming Bath*, submitted by him to the Government in his letter to the Acting Colonial Secretary of the 13th July, 1887, and approved of by the Government with certain conditions and limitations as set forth in the Acting Colonial Secretary's letter to Mr. CHATER of the 11th August last.

These Letters were published in the local papers on Friday and Saturday, the 12th and 13th August, and copies of them and of this invitation have been posted to every Marine Lot Holder resident in the Colony, and to the Agent or Attorney of every absent Marine Lot Holder whose name and address could be ascertained.

The Plan, dated 6th August last, referred to in the Acting Colonial Secretary's letter is, from this date, on exhibition in the room of the Chamber of Commerce at the City Hall, and is open to the inspection of all persons interested.

It shows the *minimum* quantity of reclaimed land to which each Marine Lot Holder will be entitled under the scheme.

Mr. C. P. CHATER will be glad to Receive communications in writing from all persons interested, embodying,—

(a.) Objections to the scheme in whole or part.

(b.) Suggestions for its improvement or amendment in any direction.

(c.) Pointing out any matters in connection therewith that stand in need of explanation or development.

Mr. CHATER invites these communications that, in his capacity as intermediary between the Government and the Lot Holders, and to enable him the better to serve both parties, he may have an opportunity before the Meeting on the 1st October, of submitting any proposed alterations or modification to the Government, and be in a better position at the meeting to answer questions, and discuss the amendments that may be proposed.

Owners of Marine Lots and Attorneys or Agents of Owners who have not received the Circular letter and copy of the correspondence above referred to are earnestly requested to apply at once to Mr. C. P. CHATER, stating the numbers of the lots for which they are agents, when copies will be forwarded without delay.

Hongkong, 16th September, 1887. 1702

Business Notices.

LANE, CRAWFORD & Co.

HAVE JUST RECEIVED

New Consignments

of the following:—

THE 'LAMP BELGE,' TABLE AND HANGING LAMPS giving a Light equal to 40 standard candles at a cost of less than a farthing per hour.

SEVERAL PRETTY DESSERT AND DINNER SETS, AND FAIRY LAMPS.

TOILETS SETS AND TOWELS.

Also,

SUTTON'S ENGLISH AND CALCUTTA FLOWER AND VEGETABLE SEEDS.

HOES, SPADES, RAKES, TROWELS AND SYRINGES.

LADIES' GARDENING SETS, &c.

LANE, CRAWFORD & Co.

Hongkong, September 20, 1887. 1820

W. POWELL & Co.

EX *GLENGARRY*.

FIRST DELIVERIES OF

AUTUMN AND WINTER DRESS MATERIALS,

Prices from 15 Cents per Yard.

A SPLENDID ASSORTMENT OF

CHEAP BALL DRESS MATERIALS,

W. POWELL & Co.

VICTORIA EXCHANGE, September 29, 1887.
(*TELEPHONE* 21). 1907

ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

NEW GOODS

JUST OPENED:

BROWN FELT HATS.

CALCUTTA PITH HATS.

NEW COLLARS AND SHIRTS.

VERY THIN WATERPROOF COATS.

" " " SUITS (in Case).

Hongkong, September 3, 1887. 1691

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The Accommodation and Service of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORABJEE & HING KEE,
Proprietors.

Hongkong, September 16, 1885. 1612

STAG HOTEL,

QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.

THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES WALK FROM THE PRINCIPAL LANDING PLACES.

GOOD ACCOMMODATION FOR VISITORS.

CHARGES MODERATE.

TIFFIN at 1 o'Clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.

TIFFIN 50 CENTS. DINNER 75 CENTS.

WINES, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.

Hongkong, April 1, 1887. 607

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

CENTRAL EXCHANGE 4, CLUB CHAMBERS.

THE above Company's EXCHANGE is NOW OPEN for Telephonic Communication.

Rate of Subscription is $80 per Annum, payable quarterly in advance. Electrical Material of all descriptions kept in stock for Sale.

ELECTRIC BELLS a speciality.

Houses fitted up and kept in order at most Moderate Prices.

TELEPHONE MATERIAL supplied on Sale or Hire.

AGENTS for ELECTRIC LIGHTING, both ARC and INCANDESCENT.

Estimates furnished free.

HAROLD DOWSON,
Agent,
HONGKONG.

Hongkong, August 24, 1887. 1610

NOTICE.

HER MOST GRACIOUS MAJESTY'S JUBILEE.

IT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th and 10th November, all MEMBERS of the COMMUNITY are INVITED to Co-operate with the JUBILEE COMMITTEE by ILLUMINATING their OFFICES and PRIVATE RESIDENCES.

By Order,
J. H. STEWART-LOCKHART,
Honorary Secretary.

Hongkong, September 15, 1887. 1796

Intimations.

ROBES ET CONFECTIONS

FRENCH DRESS-MAKER.

MRS. G. HEYMANS,

35, WELLINGTON STREET,

HONGKONG.

THE ONLY FRENCH DRESS-MAKER IN HONGKONG.

DIPLOMA IN PARIS IN 1884.

Hongkong, October 1, 1887. 1925

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING will be held at the Company's OFFICE, Praya, Hongkong, on SATURDAY, the 8th October, 1887, at Eleven o'Clock in the Forenoon, when the Special Resolutions passed at the Extraordinary Meeting held on the 21st Instant will be submitted for Confirmation.

RUSSELL & Co.,
General Managers.

Hongkong, September 20, 1887. 1878

Intimations.

NOTICE.

FOR the Convenience of Customers, the Productions of the 'CHINA SUGAR REFINING COMPANY, LIMITED,' can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PEEL STREET, at the same prices as at the REFINERY; or Retail Orders will be delivered at addresses in town on applicants forwarding their Monthly Requirements in writing direct to the REFINERY at East Point.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, July 27, 1885. 1128

CHAS. J. GAUP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGHTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RITCHIE'S LIQUID AND OTHER COMPASSES.

ADMIRALTY & IMRAY CHARTS.

NAUTICAL BOOKS.

English SILVER & ELECTRO-PLATED WARE.

Christofle & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY.

in great variety.

DIAMONDS

AND

DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

OFFICE, No. 5, QUEEN'S ROAD.

FIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

PRICE, $30 PER 1,000.

The following Testimonial has been received from F. W. CROSS, Esq., Manager, HONGKONG AND CHINA GAS COMPANY, LIMITED:—

'I have herewith much pleasure in testifying to the quality of the FIRE BRICKS as made by you at your new works.

'In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire Brick.

'After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that it may be likely to undergo, and for all purposes that Fire Bricks are used for.

'I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English Fire Bricks I have been using.'

Hongkong, May 27, 1887. 981

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD-OFFICE, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, August 25, 1885. 1458

NOTICE.

GEO. S. SMITH,
WINE MERCHANT, SHANGHAI.

Agents:
NORTON & Co.,
MARINE HOUSE, QUEEN'S ROAD.

Hongkong, October 1, 1887. 1918

NOTICE.

ROSE AND COMPANY beg to inform THE LADIES AND GENTLEMEN OF HONGKONG that they will have a

CLEARANCE SALE

OF THEIR

SUMMER SURPLUS STOCK

For One Week Only,

commencing on

MONDAY, the 3rd October,

and ending on

SATURDAY, the 8th October,

when GOODS will be SOLD considerably UNDER COST.

ROSE & Co.,
37 & 39, *Queen's Road*.

Hongkong, September 29, 1887. 1908

BRITISH NORTH BORNEO.

GOVERNMENT NOTIFICATION.

No. 64.

TO SHIP-MASTERS, SHIPPING AGENTS, &c.

WHEREAS it has been brought to the Notice of the Government of British North Borneo, that CHINESE who are DESIROUS of EMIGRATING to BRITISH NORTH BORNEO find a difficulty in doing so, owing to their want of knowledge of the Date of Departure of SHIPS and STEAMERS:

It is hereby made known that a Commission of not more than ONE DOLLAR for each able-bodied adult Chinaman will be paid to whosoever may chiefly assist in procuring passages for Immigrants to British North Borneo, on a printed order from the Captain addressed to the Government Agents in Hongkong, who are hereby authorised to pay such orders.

By the Governor's Command,
L. B. VON DONOP,
Government Secretary.

Sandakan, 6th August, 1887.

THE PRINTED ORDERS referred to in the above Notification can be obtained from us,

GIBB, LIVINGSTON & Co.,
Government Agents.

Hongkong, September 14, 1887. 1785

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

The Co.'s Steamship *Haiphong*, Captain HARRIS, will be despatched for the above Ports on THURSDAY, the 6th Instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, October 4, 1887. 1930

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE AND PENANG.

The Co.'s Steamship *Celebes*, Captain JOOS, will be despatched as above on THURSDAY, the 6th Instant, at 3 p.m.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, October 1, 1887. 1921

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

The Co.'s Steamship *Diamante*, Capt. MCCARLIN, will be despatched for the above Port on THURSDAY, the 6th Instant, at 4 p.m.

For Freight or Passage, apply to

RUSSELL & Co.,
General Managers.

Hongkong, October 3, 1887. 1933

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI *VIA* AMOY.

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW and *Ports on the YANGTSZE*.)

The Co.'s Steamship *Glaucus*, Captain HANNAH, will be despatched as above on THURSDAY, the 6th Proximo.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, September 28, 1887. 1902

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(*Passing through the* INLAND SEA.)

The Co.'s Steamship *General Werder*, Capt. W. VON SCHUCKMANN, will leave for the above Ports on or about the 6th Instant.

The Steamer has excellent Passenger Accommodation, is litted up with Electric Light and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, October 1, 1887. 1928

FOR SWATOW, SINGAPORE AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer *China*, Captain P. HAYE, will be despatched for the above Ports on FRIDAY, the 7th Instant, at Daylight.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, October 4, 188 . 194

FOR SINGAPORE, HAVRE AND HAMBURG, *VIA* SUEZ CANAL.

(*Taking Cargo at through rates to* ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL *and* BREMEN.)

The Steamship *Hesperia*, Capt. E. CHRISTIANSSEN, will be despatched for the above Ports on FRIDAY, the 7th October, at 11 a.m.

For Freight or Passage, apply to

SIEMSSEN & Co.,
Agents.

Hongkong, September 28, 1887. 1901

FOR NEW YORK *VIA* SUEZ CANAL

The Steamship *Port Adelaide*, F. WEST, Commander, will be despatched for the above Port about the 7th Proximo.

For Freight or Passage, apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, September 26, 1887. 1877

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.

(*Calling at* PORT DARWIN & QUEENSLAND PORTS, *and taking through Cargo to* NEW ZEALAND, TASMANIA, &c.)

The Steamship *Cutterthun*, Captain DARKE, will be despatched for the above Ports on SATURDAY, the 8th Instant, at Daylight, instead of as previously advertised.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.

Hongkong, October 3, 1887. 1934

Shipping.

Steamers.

STEAM TO BOMBAY *VIA* STRAITS.

The P. & O. S. N. Co.'s Steamship *Lombardy* will leave for the above places on SATURDAY, the 8th Instant, at 3 p.m.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 4, 1887. 1941

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Sachsen*, Capt. JAEGER, will leave for the above place about 24 hours after arrival with the outward German Mail.

For Freight or Passage, apply to

MELCHERS & Co.,
Agents.

Hongkong, October 1, 1887. 1929

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(*Taking Cargo at through rates to* CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship *Amphitrite*, Capt. G. GEMETICH, will be despatched as above on MONDAY, the 10th October, at Noon.

For further Particulars, regarding Freight and Passage, apply to the AGENCY of the Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, September 20, 1887. 1900

STEAM TO YOKOHAMA, *VIA* NAGASAKI AND KOBE.

(*Passing through the* INLAND SEA.)

The P. & O. S. N. Co.'s Steamship *Teheran* will leave for the above places on WEDNESDAY, 12th October, at Daylight.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 24, 1887. 1866

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG & BOMBAY,

Having connection with Company's Mail Steamers to

ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), AND GENOA.

Also to MARSEILLES, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to MADRAS, PERSIAN GULF and BAGDAD.

The Co.'s Steamship *Bormida*, Captain DAGNINO, will be despatched as above on FRIDAY, the 14th Instant, at Noon.

At BOMBAY, the Steamers are discharging in PRINCE'S DOCKS.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, October 4, 1887. 1942

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Moyune*, J. S. HOGG, Commander, will be despatched as above on or about the 14th October.

This Steamer has superior Passenger Accommodation.

For Freight or Passage, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, September 30, 1887. 1917

THE GIBB LINE OF STEAMERS.

FOR SYDNEY MELBOURNE AND ADELAIDE.

(*Calling at* PORT DARWIN, *and taking through Cargo for* QUEENSLAND PORTS, TASMANIA, NEW ZEALAND, &c.)

The British Steamer *Sikh*, Capt. SCOTLAND, will be despatched as above on or about the 15th Proximo.

The Steamer has excellent Accommodation for First-class Passengers.

Fare to Sydney or Melbourne, $150.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, September 30, 1887. 1911

Sailing Vessels.

FOR NEW YORK.

The 3/3 L.I.I. American Ship *Governor Robie*, BLANCHARD, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, August 22, 1887. 1590

Prospectus.

BRITON INSURANCE COMPANY, LIMITED.

(Incorporated in Calcutta under the Indian Companies' Act of 1882.—Limiting the Liability of Shareholders to the Amount of their Shares.)

Date of Formation as an Unlimited Partnership, A.D. 1850.

NOMINAL CAPITAL .....Rs. 22,50,000.

First Issue 18,000 Shares of Rs 100. Rs. 25 being paid-up, viz:—
Rs. 5 on Application, and Rs. 20 on Allotment.

Application for Shares will be received in Calcutta and London, and at the Branch Agencies of the Old Company.

Consulting Committee.
E. S. GUBBAY, Esq., of Messrs. Elias S. Gubbay & Co.
J. E. D. EZRA, Esq., of Messrs. E. D. J. Ezra & Co.
L. A. LYALL, Esq., of Messrs. Lyall, Marshall & Co.
H. M. RUSTON, Esq.
Sir A. WILSON, of Messrs. Jardine, Skinner & Co. (Chairman).

General Agents:
Messrs. JARDINE, SKINNER & Co.
Calcutta.

PROSPECTUS can be seen, and Application Form for Shares obtained of Messrs. Jardine, Matheson & Co., Hongkong.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, September 29, 1887. 1910.

For Sale.

FOR SALE.

THE FRENCH SCREW STEAMER *ILEINUS*,
Of 1,173 Tons Gross, 778 Tons Net Register, with all the TACKLE, APPAREL, and APPURTENANCES, as she now lies moored in this Harbour. The Steamer has a New Boiler put on her; she was Built in 1863.
For further Particulars and Cards of Inspection apply to

BAN HIN CHAN & Co.,
85, *Bonham Strand West.*

Hongkong, September 22, 1887. 185

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
Quarts .....$29 per Case of 1 doz.
Pints .....$21 " " 2 "
Dubos Frères & de Gerton & Co.'s BORDEAUX CLARETS and WHITE WINES
Baxter's Celebrated 'Barley Bree' WHISKY,—87s per Case of 1 doz
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1487

To Let.

TO LET.

ROOMS in College Chambers.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, May 25, 1887. 501

TO BE LET.
With Immediate Possession.

SUITE of ROOMS fronting the Praya and Pedder's Street upon the Ground Floor of Building recently occupied by Messrs. Melchers & Co.
These Premises are well adapted for OFFICES or STORES
BISNEE VILLA, Pokfulum.
Apply to
SHARP & Co.,
Estate Agents,
Marine House.
Hongkong, August 1, 1887. 1443

TO LET.
(With Early Possession.)

THE Desirable Residence "GREENMOUNT,"
Situated on the Bonham Road.
Apply to
GILMAN & Co.
Hongkong, March 17, 1887. 438

Intimations.

DENTISTRY.
FIRST CLASS WORKMANSHIP.
MODERATE FEES.
MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly Articled Apprentice and Latterly Assistant to Dr. Rogers,)
AT the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,
No. 2, DUDDELL STREET.
CONSULTATION FREE.
Discount to missionaries and families.
Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 68

NOTICE.

THE Undersigned are Sole Agents for Hongkong and Manila for the Sale of THE MONTSERRAT LIME JUICE, AND THE MONTSERRAT LIME JUICE CORDIALS.
A. S. WATSON & Co., Ld.
Hongkong, May 3, 1887. 864

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

Allie Rowe, Hawaiian brig, Captain J. Phillips.—Wieler & Co.

Clan Mackenzie, British ship, Capt. G. R. Harris.—Order.

Isaac Reed, American ship, Capt. J. D. Waldo.—Siemssen & Co.

Iris, German schooner, Captain Thos. E. Shaw.—Siemssen & Co.

Notices to Consignees.

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA AND SINGAPORE.

THE Company's S.S. *Celebes*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at West Point, whence delivery may be obtained.
Cargo remaining undelivered after the 6th October will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, September 29, 1887. 1903

STEAMSHIP *TRAOUADDY*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, Havre, ex Steamships *Yoroubu*, *Ephimond des Vergès* and *Pt. Leroy Lallier* in connection with the above Steamer, are hereby informed that their Goods with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on, unless intimation is received from the Consignee before 1 o'Clock To-day (Thursday), the 29th Instant, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after Thursday, the 6th October, at Noon, will be subject to rent, and landing charges at one cent per package per diem.
All Claims must be sent in to the undersigned before Saturday, the 8th October, or they will not be recognised.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, September 29, 1887. 1906

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Taisang*, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be immediately landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, September 29, 1887. 1904

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
NORTON & Co.,
Agents.
Hongkong, July 15, 1887. 1340

NORTH-BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to Insure against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.
Incorporated by Royal Charter of *His Majesty King George The First*, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

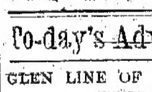
Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding $5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 496

To-day's Advertisements.

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.



The Steamship *Glenogle*, Captain Duke, will be despatched as above on FRIDAY, the 7th Instant, at Noon.
This Steamer has superior Accommodation for Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, October 5, 1887. 1947

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Orestes*, Capt. Hutchison, will be despatched as above on SUNDAY, the 9th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 5, 1887. 1946

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship *Taisang*, Captain Davies, will be despatched as above on WEDNESDAY, the 12th Instant, at 3 p.m.
This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 5, 1887. 1944

To-day's Advertisements.

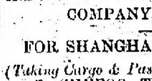
OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Diomed*, Captain Bigley, will be despatched as above TO-MORROW MORNING, at 11 o'Clock.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 5, 1887. 1945

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI *VIA* SWATOW.
(Taking Cargo & Passengers at through rates for CHEFOO, TIENTSIN, NEWCHWANG, HANKOW *and Ports on the* YANGTSZE.)



The Co.'s Steamship *Fooksang*, Captain Hogg, will be despatched as above TO-MORROW, the 6th Instant, at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 5, 1887. 1931

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY,
the 8th Instant, at 2 p.m., at his Sales Rooms, Queen's Road,—
AN ASSORTMENT OF
JAPANESE WARE,
comprising:—
Satsuma, Kanga, Imari, Kioto, and Tokio Vases, Jars, Bowls, Plates, Incense Burners, Tea and Coffee Sets, Egg-shell Ware, Enamelled Ware, Bronzes, Kakimonos, Embroideries and Screens,
&c., &c., &c.
Terms of Sale—As customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, October 5, 1887. 1948

THE PUNJUM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.

NOTICE is hereby given that ALL CALLS on the SHARES of the Company due on the 3rd June, 1887, together with INTEREST thereon remaining unpaid, are Required to be PAID forthwith. And further, that if all such Calls be *Not Paid* on or before the 31st October instant, the Directors will proceed to FORFEIT the SHARES in respect of which such Calls are due, in pursuance of the Articles of Association of the Company.
Dated this 5th October, 1887.
A. O'D. GOURDIN,
1949 *Secretary.*

SHIPPING

ARRIVALS.
October 4, 1887:—
Diomed, British steamer, 1,436, W. B. Bigley, Shanghai September 23, Foochow and Amoy October 3, General.—Butterfield & Swire.
Wellingdorf, German str., 728, Zülke, Cebu September 28, Sugar.—Wieler & Co.
October 5:—
Fooksang, British steamer, from Whampoa.
Ashington, British steamer, from Whampoa.
Teheran, British steamer, 2,600, J. H. Seymour, Yokohama Sept. 27, Mails and General.—P. & O. S. N. Co.
Glaucus, British steamer, 1,381, W. T. Hannah, Liverpool August 11, and Singapore September 28, General.—Butterfield & Swire.
Gulf of Aden, British steamer, 1,675, G. J. Allan, Meddlesbro August 21, and Singapore Sept. 27, Railway Iron.—Order (Tientsin Railway Co.)

DEPARTURES.
October 5:—
Sherard Osborn, for Haiphong.
Chi a, for Haiphong.
Galley of Lorne, for Java.
Anton, for Hoihow and Pakhoi.
Oxfordshire, for Saigon.
Duburg, for Swatow and Amoy.
Don Juan, for Amoy and Manila.

CLEARED.
Haiphong, for Coast Ports.
Diomed, for Singapore and London.
Nylchan, for New York.

PASSENGERS.
ARRIVED.
Per *Wellingdorf*, from Cebu, Mr C. Mordharst.
Per *Diomed*, from Shanghai, 29 Chinese.
Per *Teheran*, for Hongkong; from Yokohama, H.R.H. Prince Devawongse; and 18 members of his suite, Captain Fawcett, Messrs Little Brady, H. Wingott, and 4 Chinese; from Kobe, Messrs Nunes, Morita, and 2 Chinese; from Nagasaki, Messrs L. R. Bloomfield, G. R. Bloomfield, Levy, Dyse, Freemann, 5 Chinese, 4 Japanese, Khow Sim Bee (Governor of Khra Borey, travelling with H.R.H. Prince Devawongse). From Yokohama; for Penang, Mr and Mrs Morgan; for Colombo, Earl and Countess of Loudoun, Messrs Fitz Norbert and Mosatu; for Venice Mr H. S. Smith; for London, Messrs Anderson and Barrat.
Per *Glaucus*, from Singapore, 450 Chinese.
Per *Gulf of Aden*, from Meddlesbro, &c.; Mr F. Shotiff, and 386 Chinese.
DEPARTED.
Per *China*, for Haiphong, 20 Chinese.
Per *Don Juan*, for Amoy, 163 Chinese.
TO DEPART.
Per *Haiphong*, for Coast Ports, 4 Europeans, and 2 Chinese.
Per *Diomed*, for Singapore, 518 Chinese.

SHIPPING REPORTS.
The German steamer *Wellingdorf* reports: We had a hard gale outside, about 4 days; afterwards we had strong N.E. wind, with rain squalls.
The British steamer *Diomed* reports: Had strong N.E. wind and heavy sea.
The British steamer *Glaucus* reports: Left Singapore on the 24th September, had moderate Southerly and S.W. winds, with squally weather to lat. 13° N., and long. 112° 20' E.; when we experienced heavy typhoon with very high sea; thence to port light Easterly and N.E. wind.
The British steamer *Gulf of Aden* reports: Pleasant weather throughout with exception of having encountered a furious typhoon on Saturday, Sunday and Monday last.

POST OFFICE NOTICES.

MAILS will close:—
For STRAITS & LONDON.—Per *Diomed*, at 10.30 a.m., on Thursday, the 6th inst.
For STRAITS SETTLEMENTS.—Per *Celebes*, at 2.30 p.m., on Thursday, the 6th inst.
For SHANGHAI.—Per *Fooksang*, at 3.30 p.m., on Thursday, the 6th inst.
For AMOY AND MANILA.—Per *Dimman c*, at 3.30 p.m., on Thursday, the 6th inst.
For SWATOW, SINGAPORE & BANGKOK.—Per *China*, at 5 p.m., on Thursday, the 6th inst.
For SINGAPORE.—Per *Hesperia*, at 10.30 a.m., on Friday, the 7th Oct.
For STRAITS & LONDON.—Per *Glenogle*, at 11:30 a.m., on Friday, the 7th inst.
For BANGKOK.—Per *Glucksburg*, at 4.30 p.m., on Friday, the 7th inst.
For PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE & ADELAIDE.—Per *Cattenthun*, at 5 p.m., on Friday, the 7th inst., instead of as previously notified.
For STRAITS & CALCUTTA.—Per *Taisang*, at 2.30 p.m., on Wednesday, the 12th inst.

MAILS BY THE UNITED STATES PACKET.—The United States Mail Packet *City of New York* will be despatched on TUESDAY, the 11th Instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—
2.15 p.m. Registry ceases.
2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet *with Late Fee of 10 cents extra Postage* until the time of departure.

MAILS BY THE BRITISH PACKET.—The British Contract Packet *Bokhara* will be despatched on TUESDAY, the 11th Oct., with Mails for the United Kingdom, Europe, and countries beyond, *viâ Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.
The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING
THE ENGLISH MAIL.
The following hours are observed in closing Mails, &c., by the British Contract Packet:—
Day of Departure.—
Noon.—Money Order Office closes.
2 p.m.—Registry of Letters ceases. Posting of all printed matter and patterns ceases.
3 p.m.—Mail closed, except for Late Letters.
3.10 p.m.—Letters may be posted with Late Fee of 10 cents until
3.30 p.m.—When the Post Office closes entirely.
3.40 p.m.—Late Letters may be posted *on board the packet* with Late Fee of 10 cents until time of departure.

Vessels Advertised as Loading.

Destination.	Vessels.	Captains.	Agents.	Date of Leaving.
Bombay, via Straits	Lombardy (s)		P. & O. S. N. Co.	October 8, at 3 p.m.
Bremen and Ports of call	Sachsen (s)	Jaeger	Norddeutscher Lloyd	October 31, at 4 p.m.
Havre, &c., via Suez Canal	Hesperia (s)	E. Christiansen	Siemssen & Co.	October 6, at 11 a.m.
London, via Suez Canal	Diomed (s)	Bigley	Butterfield & Swire	October 6, at 11 a.m.
London, via Suez Canal	Glenogle (s)	Duke	Jardine, Matheson & Co.	October 7, at noon.
London, via Suez Canal	Orestes (s)	Hutchison	Butterfield & Swire	October 9.
London, and Ports of Call	Bokhara (s)	O. R. Edwards	P. & O. S. N. Co.	October 11, at 4 p.m.
London, via Suez Canal	Moyune (s)	J. S. Hogg	Arnhold, Karberg & Co.	About October 14.
Manila, via Amoy	Diamante (s)	McCaslin	Russell & Co.	October 6, at 4 p.m.
Marseilles, Genoa, &c.	Bormida (s)	Dagnino	Cariowitz & Co.	October 14, at noon.
Marseilles, and Ports of Call	Saghalien (s)	Homery	Messageries Maritimes	October 18, at noon.
Nagasaki, Kobe and Yokohama	Teheran (s)		P. & O. S. N. Co.	Oct. 12, at daylight.
New York, via Suez Canal	Port Adelaide (s)	F. West	Adamson, Bell & Co.	About October 7.
New York	Governor Robie	Blanchard	Russell & Co.	Quick despatch.
San Francisco, via Yokohama	City of New York (s)		Pacific Mail S. S. Co.	October 11, at 3 p.m.
San Francisco, via Yokohama	Belgic (s)		O. & O. S. S. Co.	October 26, at 3 p.m.
Shanghai	Sachsen (s)	Jaeger	Norddeutscher Lloyd	Quick despatch.
Shanghai, via Swatow	Fooksang (s)	Hogg	Jardine, Matheson & Co.	October 6, at 4 p.m.
Shanghai, via Amoy	Glaucus (s)	Hannah	Butterfield & Swire	October 6.
Singapore and Penang	Celebes (s)	Joon	Jardine, Matheson & Co.	October 6, at 3 p.m.
Singapore, Penang and Calcutta	Taisang (s)	Davies	Jardine, Matheson & Co.	October 12, at 3 p.m.
Swatow, Amoy and Foochow	Haiphong (s)	Harris	Douglas Lapraik & Co.	Oct. 6, at daylight.
Swatow, Singapore and Bangkok	China (s)	Haye	Yuen Fat Hong	Oct. 7, at daylight.
Sydney and Melbourne, &c.	Cattenthun (s)	Darke	Russell & Co.	Oct. 8, at daylight.
Sydney and Melbourne, &c.	Sikh (s)	Scotland	Gibb, Livingston & Co.	About October 15.
Trieste, &c.	Amphitrite (s)	G. Gametich	O. Bachrach	October 10, at noon.
Yokohama, Kobe and Nagasaki	General Werder (s)	W. von Schnickmann	Norddeutscher Lloyd	About October 6.

SHARE LIST—QUOTATIONS. October 5, 1887.

Stocks.	Nos. of Shares.	Value.	Paid-up.	Position per last Report. Reserve.	Balance c/f year.	Last Dividend.	Closing Quotation. Cash.
BANKS.							
Hongkong and Shanghai Bank Corp.	50,000	$ 125	all	$ 3,900,000	$ 8,228.50 at working a/c	30/ for ½ year to June 30/87	127, sellers
INSURANCES.							
North-China Insurance Co., Ld.	5,000	$ 200	£ 50	Tls. 100,000	Tls. 406,132.00	Tls. 23.65 for 1886	Tls. 250, nominal
Yangtsze Insurance Company, Ld.	8,000	£ 20	all	£ 50,000	Tls. 3,059.76	7 % for 1886	Tls. 102, sellers
Union Insurance Society Co., Ld.	10,000	$ 250	$ 250	$ 614,000	$ 314,012.96	$6½ p sh. 1885	$80 per share, sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$ 600,000	$ 187,524.50	20 % p annum	65½
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$ 188,000	$ 494,404.00	10 % for 1885	71, sales
Chinese Insurance Co., Limited	1,500	$ 1,000	$ 200	$ 28,711.50	$ 125,771.29	8 % for 1886	$225 per share, seller
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$ 1,000,000	$ 328,567.46	$7.50 for '86	$375, sellers
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$ 612,500	$ 243,733.44	$ 6 for 1885	$78
Singapore Insurance Company, Ld.	40,000	$ 100	$ 20	.....	$ 17,000	...	19, buyers
The Straits Fire Insurance Co., Ld.	20,000	$ 100	$ 20	.....	$ 7,713.40	...	$18, buyers
The Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$ 200,000	$ 75,832.52	...	$29, ex div.
STEAMBOAT COMPANIES.							
H.K., C. and M. Steamboat Co., Ld.	40,000	$ 25	all	$ *40,000 / $ †190,000	$ 5,911.80	7 % half year June 30/87	205, sales
Douglas Steamship Co., Limited	20,000	$ 50	all	$ 127,320	$ 115,113	8 %	par nominal
Indo-China S. N. Company, Limited	18,387	£ 10	£ 10	...	£ 4,387.5.9	7 % for 1885	12½ % dis., sellers
60,000 shares issued	31,212	£ 10	£ 10				
China and Manila S. S. Co., Ld.	3,500	$ 100	all	...	...	None	40 discount
MISCELLANEOUS.							
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	...	$ 1,492.91	6½ % for ½ yr. to June 30/87	69 % prem., sellers
HK. and China Gas Co., Limited.	5,100	£ 10	all	£ 9,177.3.0	£ 1,527.3.11	10 % and 2 % bonus for '86	$130 per share, buyers, fully paid up
New Shares	1,900	£ 10	£ 7.10				
Hongkong Hotel Company, Ld. 3,000 shs. issued	3,000	$ 100	all	...	$ 678.94	$5 half-year June 30 1887	$185 " ex div., nominal
China Sugar Company, Limited	15,000	$ 100	all	...	$ 13,781.53	6 % for ½ year to June 30/87	$150 cash, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$ 31,000	...	12 % for 1886	$50 " nominal
Hongkong Bakery Company, Ld.	500	$ 50	all	$ 6,000	$ 514.58	1 % for 1886	$110 " ex div., nominal
Luzon Sugar Company, Limited	7,000	$ 100	all	...	$ †29,303.18	None	$50 " nominal
Perak Sugar Cultivation Co.	5,000	Tls. 50	all	...	...	None	Tls. 18 "
Perak Tin Mining & S'ting Co.	5,000	$ 50	all	...	...	None	$10 " nominal
Punjom & Sunghie Dua Samatan Mining Co.	40,000	$ 10	all	...	...	None	$13, sales
HK. & Kow. Wharf & Godown Co.	17,000	$ 100	all	...	...	None	150, cash
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	...	...	?	$35 per share, buyers
A. S. Watson & Co., Limited	3,800	$ 100	all	$ 5,000	$ 2,730.09	13 % for 1886	65 % prem.
HK. High-Level Tramways Co., Ld.	1,250	$ 100	$ 50	...	...	...	12 % prem.
LOANS.				*Rates of Int.*	*Payable*		
Chinese Imperial 1884 B.	8,565	Tl. 500	all	8 %	June 16 & Dec. 11		6 % prem.
" " 1884 C.	3189	$ 500	all	8 %	Oct. 15	...	8 prem.
" " 1886 E.	...	T700,000	Tl. 250	7 %	March & Sept.	...	5½ prem.
Chinese Imp. (Gh. Bank Loan) 1885	2790	£ 500	all	8 %	Jan. 18	...	par

* Equalisation of Dividend Fund. † Depreciation and Insurance Fund. ‡ At debit.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Haiphong* leaves for Coast Ports.
11 a.m.—*Diomed* leaves for London.
3 p.m.—*Celebes* leaves for Straits.
4 p.m.—*Fooksang* leaves for Shanghai.
4 p.m.—*Diamante* leaves for Manila.
Glaucus leaves for Shanghai, &c.

Meeting.

9 p.m.—Meeting of Zetland Lodge.

Miscellaneous.

Goods per Steamer *Traouaddy* unclaimed after Noon subject to rent.
Goods per *Celebes* undelivered after this date subject to rent.

BIRTH.

At Hankow, on the 23rd September, the Wife of W. S. Ayrton, H.B.M. Consular Service, of a Son.

DEATHS.

At Ningpo, on the 26th September, Alice Mary, the beloved child of Rev. J. and Mrs. Bates, C.M.S., aged 3 years and 5 months.

On the 30th September, at Shanghai, Robbie, the youngest and dearly loved child of Archdeacon and Mrs. Moule, aged 3 years and 6 months.

☞ *The publication of this issue commenced at 7.30 p.m.*

The China Mail.

HONGKONG, WEDNESDAY, OCTOBER 5, 1887.

A LENGTHY article published in the *Daily Press* of this morning, professedly discusses the prospects of the College of Medicine for Chinese lately inaugurated in this Colony. It has previously been pointed out by us that the development of this project has been hastened by the arrival here of Dr Cantlie, whose knowledge and experience of Hospital work and Medical teaching so thoroughly qualified him for the position of Secretary to the new College. The energy and enthusiasm which have been brought to bear on this movement by the general body of medical practitioners in Hongkong—under the leadership of Dr Manson and the high-pressure stimulus of Dr Cantlie—have, so far, carried everything before them. With the nucleus of a College and hospital wards ready to hand in the Alice Memorial Hospital, and with a staff of teachers the like of which could scarcely be obtained out of Europe, there could be nothing more fit than the inauguration of the Institution that has now quietly and steadily commenced its work amongst us. The writer of the article in our morning contemporary, however, must have been in a painfully phlegmatic condition when he reviewed this movement. He does not seem capable of realising a sentiment or of recognising such a thing as an enthusiastic desire to do good. Of the earth, earthy, he brings the whole thing down to the level of a grocer's store, or into the sphere of cent per cent. It reminds us of the story told of a missionary who, when questioned as to the results attained by means of the money sent to him, stated that his conversions doubled the number of pounds sterling he had received, and that 10s. per soul was a very fair result. It is not good to reduce everything to £. s. d., or to appraise all philanthropic or other well-doing by the actual outturn in dollars. It is not a new thing to those connected with the new College to be reminded of the difficulties they are sure to meet with. They have doubtless met with some of them already, and (as the Dean observed in his Address) they are quite prepared to meet with more. Some of the difficulties, however, raised by our contemporary—he appears to have failed to discover any encouragements—are purely imaginary. The picture drawn by Dr Kenneth M'Kenzie, in the *China Medical Missionary Journal*, cannot be said to apply here. The individual efforts of teachers in the North and elsewhere (as Dr Manson clearly showed) fall short, where those of a large staff will almost certainly show good results. What may happen to many of the students, when they go forth into the world with their diplomas in their pockets, belongs to the future. No one questions but that they will have difficulties to overcome; but it is a somewhat ignoble argument to advance that the 'better way' of Western teaching should be stopped up because it has not yet been proved that it will pay its votaries more dollars than any other trade or profession. Moreover, it certainly has not been proved that an immense field does *not* exist for well-trained Chinese doctors; and until the experiment be tried, it sounds somewhat ungracious to check the young aspirants, even upon no other or higher standard than that of the actual income that may be made. It will be years yet before any large number of full-fledged doctors can be produced, to flood the empire of China or the Malay Peninsula; and advances are being made every day. So that our contemporary appears to us to be a little premature when he asserts that the College of Medicine is 'in advance of the time.' He further says that 'the lines on which it has started may, and in our opinion will, have to be altered. That can easily be done, and fortunately the mistakes that have been made, if they are mistakes, are not such as involve any pecuniary sacrifice.' Now, as we stated at the opening of these remarks, everything appeared favourable for the establishment of this College. The teaching of medicine is a necessary portion of the trust to be carried out by the promoters of the Alice Memorial; the men were there, and the time had come. Anyone who has read the Dean's Inaugural Address, and given an intelligent glance at the College Prospectus, must see that the 'lines' on which the College has been started are not only quite in accordance with reason and common sense, but are even fully in accordance with the dictates of Scotch carefulness and caution. The College is eminently situated at present for expansion of the most gradual nature, as well as fully able to meet the requirements of more rapid growth. Our contemporary displays great ignorance of the curriculum, and of the arrangements made to teach all the subjects in every class, when he takes exception to the professoriate, and challenges the power of the teachers to overtake the obligations they have so disinterestedly incurred. All this has been amply provided for; and the suggestion that a medical man cannot spare a few hours a week for such work without being called away to attend a patient, goes directly in the face of known facts as existing at Home. It is much to be regretted that the morning paper has found so many things to object to in this laudable movement—so many 'ifs' and 'buts' to advance against its success. These discoveries, however, will not exercise a very great influence to the prejudice of of the College. It will doubtless fulfil its noble mission in spite of such criticism, if the community will but give their assistance and encouragement. Curiously enough, in spite of the many objections raised, our contemporary winds up his article by calling upon the public and upon the wealthy to lend their aid to the deserving institution it has sought otherwise to 'damn with faint praise.'

TELEGRAM.

[Supplied to the China Mail.]

(Via Southern Line).

RIGOROUS COERCION IN IRELAND.

London, 3rd Oct.

The Mayor of Dublin has been summoned for the same offence as Patrick J. O'Brien.

THE STANLEY EXPEDITION.

Advices from the Stanley expedition report all well up to the 25th July.

LOCAL AND GENERAL.

Passed Suez Canal.

Outward Bound:—*Flintshire*, August 16; *Victora*, *H. Haarfager*, 23; *Anchises*, Sept. 6; *Telemachus*, 13; *Stentor*, 16; *Kuison*, *Guy Mannering*, 20; *Glenlyon*, *Patroclus*, *Pembrokeshire*, 23; *Jason*, *Titania*, 27; *Benvenue*, *Priam*, 30.

Homeward Bound:—*James Watt*, Aug. 12; *Aberdeen*, 30; *Hankow*, September 16; *Bothwell Castle*, *La rtes*, *Merionethshire*, 23; *Glenavon*, *Lord of the Isles*, 27; *Benlarig*, *Hector*, 30.

The Norddeutscher Lloyd S. S. Co.'s steamship *Sachsen*, with the next outward German Mail, dated Berlin, 6th Sept., left Singapore on the 1st Oct., at 10 a.m., and may be expected here on or about Wednesday, the 5th inst.

The Canadian Pacific steamship *Abyssinia*, from Vancouver, left Kobe for this port on the 1st inst., at 5 p.m., and may be expected here on the 6th Oct.

The O. & O. S. S. Co.'s steamer *Belgic*, with the American Mail of Sept. 10, was to leave Yokohama on Saturday, the 1st October, and may be expected to arrive here on or about Friday, the 6th Oct.

The steamship *Nut*, with the French Mail of Sept. 9, is to leave Singapore on Thursday, the 6th instant, at 7 a.m., and may be expected here on or about Thursday, the 13th inst. This Packet brings replies to letters despatched from Hongkong on July 28.

The Austro-Hungarian Lloyd's S. N. Co.'s steamship *Amphitrite*, from Trieste, left Singapore for this port on the 29th Sept., and may be expected here on or about the 5th Oct.

The Navagazione Generale Italiana Co.'s steamer *Bormida* left Singapore for this port on the 30th Sept., and may be expected to arrive on or about the 6th inst.

The Glen Line steamer *Bedlawers*, from London and Antwerp, left Singapore for this port and Japan on the 2nd instant, and may be expected here on or about the 9th inst.

The Union Line steamship *Pemptos* left Singapore on the 2nd inst., and may be expected to arrive here on or about the 9th inst.

The Union Line steamer *Metrepedia* left Singapore on the 2nd inst., and may be expected here on or about the 12th inst.

Dr. Doberck's typhoon has approached Formosa Channel. He says it is probably blowing hard in southern Formosa.

We are informed by the Acting Superintendent of the P. & O. Co. that the extra steamer *Deccan* left Singapore for this port yesterday at Noon.

Chan Akau was convicted in the Police Court to-day, before Mr Mitchell-Innes, of having obtained goods from a shop on false pretences. The value of the goods was ten dollars, and the prisoner was sentenced to four months' hard labour.

A Cantonese sailor, named Li A Wong, was brought up in the Police Court to-day charged with stealing a rattan bangle, mounted with gold and of the value of $5, from the person of a married woman. Mr Mitchell-Innes sent the man to gaol for six weeks.

The muddling that has been going on here for two or three years back in Chinese extradition cases has, we believe, led the Home Government to take up the whole question of extradition to China. We trust its study of the matter will lead to some improvement of the present very unsatisfactory state of affairs.

The M. M. Company's steamship *Natal*, with the French Mail of September 9th, is to leave Singapore on Thursday, the 6th inst., at 7 a.m., and may be expected here on or about Thursday, the 13th inst. This Packet brings replies to letters despatched from Hongkong on July 28th.

His Excellency Sir George William des Voeux is expected to arrive to-morrow by the C. P. M. steamer *Abyssinia*, and arrangements have been made for his reception. The road from Government House to Murray Pier will be lined by the Police, and a guard of honour will be in attendance. If His Excellency arrive before 5 p.m. a meeting of members of the Legislative Council will be held forthwith in the Council Chamber, for the purpose of witnessing the taking of the usual oath of office. If the steamer is later than 5 o'clock in coming in the ceremony of swearing in will be performed next day.

H. R. H. Devawongse, of Siam, who represented the King of Siam at the Queen's Jubilee celebrations in London, arrived here to-day by the *Teheran*, accompanied by his suite and by H. E. the Governor of Khra, who met the Prince in Japan. His Highness made good use of his time while in Europe and America, and seems to have applied himself to the study of Western ways. He made his return journey by the Canadian Pacific route, crossing from Vancouver to Yokohama by the s. s. *Parthia*. He remained some days in Japan, and it was said that he was to avail himself of his visit to arrange a treaty of Commerce between the Governments of Siam and Japan.

The godown No. 8 Hin Kiu Lane, situated between Queen's Road and Praya West, and occupied as a medicine store by the Kong Fong Wo, Bonham Strand, was this morning destroyed by fire, which broke out shortly before five o'clock. All the stock within the premises was destroyed, but by the efforts of the fire brigades the fire was prevented from spreading to the adjoining buildings. The store is insured for $25,000 with an office for which Messrs Meyer and Co. are agents. While the pawnbrokers' fire-brigade were taking their manual engine from the Station in Queen's Road West to go to the fire, the engine got beyond their control in running down a declivity in the road, with the result that four of the men were knocked down and run over. They were all removed to the Tang Wah Hospital. Their injuries are not believed to be of a serious character.

We hear that Mr Bedell Leo Yuen has resigned his post as First Interpreter at the Magistracy. In the ordinary course the Second Interpreter will doubtless get his post, and this raises the question who is to get the latter's post. The interpretation at the Police Court, as solicitors or any one who has anything to do with the Court will admit, is anything but perfect. It is therefore a matter of great importance that a properly-qualified man should be got, as very often a shade of difference in the rendering of an expression may entirely alter the aspect of a case. There is a clerk in the Magistracy, Mr Chan Kai Ming, who gave good satisfaction in one or two important cases that were tried some time ago; and we know that all the solicitors would be delighted to know that the Government had appointed him. The difficulty in the way of this is that Mr Chan Kai Ming is at present in receipt of better pay in the Magistracy. But surely the Government ought not, for the sake of a few dollars extra, to throw away the chance of a good man. One good interpreter is worth a hundred bad ones.

Every day that passes is adding to the anxiety that is felt for the safety of H.M.S. *Wasp*, which left Johore on the 10th September for Hongkong and has therefore been out more than 25 days. The *Cockchafer* and the *Firebrand* have been sent out from Hongkong to search for her, and a steamer belonging to the Singapore Government has also left on the same errand. The naval authorities here have likewise requested the Captains of the steamers trading between here and Manila to keep a look-out for the gunboat, and have wired to Saigon and other ports between here and Singapore regarding her. As yet however no result has come of this action. There was a rumour that the Russian transport which passed through this harbour recently had sighted the *Wasp* labouring in one of the typhoons that was raging in the China Sea about two weeks ago, but the Russian vessel made no report on the matter and had left before the rumour could be confirmed. The *Wasp*, which is a new vessel on her first trip, is a composite gunboat of 670 tons, 73 men and 1,000 horse-power, and is armed with six 5-inch breech-loading guns. She arrived in Singapore from Home on the 18th August, and is a consort of the *Rattler* now on the Singapore station. Her officers are:—Lieut.-Commander Bryan J. H. Adamson, Sub-Lieutenants A. W. Atkinson and Hon. G. D. Fortescue, Surgeon T. Nunan, M.D.; Assistant Paymaster-in-charge N. H. Greenwood, Engineer H. Attwool, and Gunner G. F. Hodges.

The German steamer *Iduna* arrived on the 21st September at Nagasaki, and went out for a trial-trip the same afternoon, preparatory to being sold to the Japanese. The result being satisfactory, she was taken on the slip the following day, for cleaning and painting, and came off again on Saturday. She now lies at the head of the harbour, but has not yet hoisted the Japanese flag.—*Rising Sun.*

Max O'Rell's new book on Scotland and the Scotch, entitled 'L'Ami MacDonald,' was to appear in Paris on Sept. 7. M. Calmann Lévy is the publisher.

The *Rising Sun* says:—An accident occurred on board H. M. S. *Leander* on Wednesday afternoon last, resulting in several of her crew being seriously injured. As she left for Shanghai shortly afterwards, we have been unable to learn full particulars; but we believe the mishap occurred whilst lowering a steam-launch from the davits. One of the unfortunate men was severely scalded on the breast, another had his collar-bone and several ribs broken, and three or four more received various slight injuries. The injured men were taken to sea in the ship.

It is said that Mr. Spurgeon is in the habit of testing the abilities of the more promising of the students of his college by obliging them to go up into the pulpit with a sealed envelope in their hands containing the text of their address. On one of these occasions a student, on opening the paper, found this subject set, 'Apply the story of Zacchæus to your own personal qualifications and call.' And he delivered himself in the following way:—'My brethren, the subject on which I have to address you to-day is a comparison between Zacchæus and my own qualifications. Well, the first thing that we read of about Zacchæus was that he was of small stature, and I never felt so small as I do now. In the second place, we read that he climbed up into a tree, which is very much my position now. Thirdly, we read that Zacchæus "made haste to come down," in which I joyfully follow his example.'

Those who remember the old British Consulate at Nagaski, with its pretty background of forest trees and graceful bamboos, must be interested in its present transformation from a Consular Court to a Mission Educational Establishment. By the handsome gift of $5000 from a Dr. Steele, the old buildings have been purchased, and new ones of a different character erected, which are to be known by the name of the 'Steele Academy.' There is a main two-storied building, containing lecture rooms, library, and chapel; and there are also separate neat apartments for the residence of Japanese students. This institution was opened on Thursday last, when the Chapel was filled with foreigners and Japanese, all taking a lively interest in the event. Appropriate speeches were made by the Rev. H. Stout, (the originator and promoter of this work), the Rev. Segawa, the Rev. A Ottmans, (the Principal), the Rev. H. N. Demarest, and the Rev. B. Bishop, of the Methodist Mission. The English Church was also represented by the Ven. Archdeacon Maundrell. Of the other residents present we were glad to notice Dr. and Mrs. Beukema, Mrs. Stout, Mrs. Demarest, Rev. J. C. Davison, Miss Maundrell, &c., &c., though the interest of the occasion called for a large attendance.—*Rising Sun.*

The *Pall Mall Gazette* says:—Lord Carnarvon is now on the high seas, *en route* to Australia. His letter in the *Times*, which has been held over six days, was written before his departure. It is full of serious warning of the perils of our position. Lord Carnarvon is not a professional alarmist. He is one of the steadiest and most sensible of our statesmen. He presided over the Royal Commission which reported on our Imperial Defences. He knows, therefore, what he is writing about, and he writes under the pressure of high responsibility. And what a story it is that he has to tell! Alike at home and abroad, excepting in the self-governing colonies, 'forts built at great cost stand useless for want of the necessary guns,' the guns have no gunners, and, in short, whether it is our great commercial ports, which have not a single heavy gun of modern pattern mounted on their defences, or our foreign coaling stations, where the colonists have built the works and we have neglected to supply the guns, it is the same story of discreditable and dangerous neglect. If we were to blunder into a war—which Heaven forefend!—there is not a sentence in Lord Carnarvon's letter which would not rise up against us in judgment, and that to condemn us. It is true we might hang Lord Randolph within an hour after the news of the sack of Singapore; but that would be but sorry consolation.

The St. Petersburg correspondent of the *Standard* telegraphs:—The following may be accepted implicitly as the Russian view of the Bulgarian question at the present moment. Beyond question, if Prince Alexander did not suit Russia, the Government which succeeded him pleased her still less. The unexpected arrival of Prince Ferdinand made matters still worse. What Russia could afford to disregard coming from the Regents it cannot and will not hear from a Prince who is not only a Roman Catholic, but one, moreover, but lately an officer in the Austrian service, and still retaining Austrian sympathies. I have had the opportunity of hearing the opinion of Russians well known for their political moderation, and sincerely desirous that European peace should not be broken, and they regard the continued presence of Prince Ferdinand in Bulgaria not only as a constant but as a daily growing danger. As a matter of fact, it is at once admitted that Russia cannot allow the Bulgarian Throne to be occupied by such a ruler as Prince Ferdinand; and this her legitimate position in the Slav world forbids. Then the longer he stays the greater is the danger to the peace of Europe. Not a single Power has recognised him; not one, therefore, can interfere on his behalf; but if he succeeds in strengthening his position, and eventually in winning a certain amount of sympathy among Bulgarians, which at present he utterly lacks, it may become more difficult to get rid of him. Yet go he must, for Russia will never abandon her present view on the subject. What is now a matter between Russia and Prince Ferdinand might then give rise to a European collision.

ALLEGED THEFT OF MONEY ON A STEAMER.

Wong Atong, lately employed as cook to the firemen on board the German steamer *Marie*, was brought up on remand, before Mr Mitchell-Innes in the Police Court to-day, on a charge of stealing $300 from an oiler on board the vessel named. The complainant charged the prisoner with stealing a tin box from him containing letters in which were enclosed money to the amount of $300. The letters were placed in charge of the complainant by certain parties in Haiphong, and it was alleged that the prisoner took the opportunity after the vessel was moored in the harbour to make off with the box containing the letters. A cabin boy on board the *Marie* stated that he saw the prisoner going ashore shortly after five o'clock carrying a parcel, wrapped in a red handkerchief.

F. G. Giller, chief engineer on the *Marie*, said the defendant was firemen's cook on board the *Marie*, and came on board at Haiphong. The vessel anchored here about half-past four. The complainant and the other fireman had to clean the engine-room which they finished about half-past five. Shortly after six o'clock, in consequence of a report made to witness by the complainant, he went to the firemen's cabin. He was shown a box which seemed to have been broken open, judging by the condition of the lock. He made a search for a tin box which we believed to have been stolen, out of the firemen's cabin, but did not find it. Nobody from the shore could have gone down to the firemen's cabin without being seen.

The second officer of the *Marie* gave corroborative evidence. None of the boys, he said, had gone ashore before the report was made about the box being stolen. There was only one gangway out, which was on the starboard side. The police launch came alongside about a quarter or half an hour after the vessel arrived, and a policeman came up the gangway and stood on the platform for a few minutes, after which the launch left. This was before the chief engineer spoke to him about the report made by the complainant. The prisoner had gone ashore between the time the Police launch had called and the time that the passengers went ashore—about a quarter past five.

A Chinese constable stated that on the morning of the 21st ultimo in consequence of instructions he went in search of the defendant. He found him in the Tung Wah Hospital on the following day. He was present when the prisoner was searched. A red handkerchief, a letter and some photos were found in his possession.

Mr Caldwell said that if this was the case for the prosecution he submitted that the prisoner was entitled to his discharge, as there was not a particle of evidence to show that he had stolen the letters. Was it at all probable, he asked, that the prisoner would, after stealing this money, wrap it in a handkerchief which had been stolen from the box, and which would be easily recognised. He contended that there was not even a suspicion against the prisoner.

Mr Dennys pointed out that the prisoner had admitted to a friend of his after his arrest, that he stole a jacket from the box belonging to the complainant, although he denied having taken the money. But, Mr Dennys submitted, if his Worship believed that the man stole the jacket, he must also believe that the money was taken by him as well.

His Worship remanded the case till to-morrow.

THE ALLEGED TRAFFIC IN GIRLS.

We do not wish to comment, while the case is still pending in Court, on the application for the handing over of the six girls who were taken charge of by the Acting Registrar General on suspicion of their being smuggled out of the Colony for unlawful purposes. The case, however, is a very important one to which as much publicity should be given as possible; and although, in our reports of the case, we have already given the gist of the following affidavits, which have been sent to us, we think it might be well to give them in full. The first affidavit contains the statement of Mr Stewart-Lockhart, and the other contains the statement made by one of the girls, and is similar in import to that made by the other five:—

I, James Haldane Stewart-Lockhart of Victoria in the Colony of Hongkong, Acting Registrar General of the said Colony, make oath and say as follows:—

1.—On the 10th August last, the Detective of the Society for the Protection of Women and Children came to my office with a woman and six girls. He informed me, and I believe such information to be true, that he had found them on board a steamer of the Peninsular and Oriental Steam Navigation Company, sitting on the 2nd class portion of the ship. I questioned the said girls, and from what they told me I believed they had been purchased and were being smuggled out of the Colony, and I considered it my duty as Protector of Chinese to detain the girls pending enquiry and they were accordingly sent to the Tung Wah Hospital.

2.—At subsequent interviews I had with the said girls they informed me that their real names were Ho Yuk, Ho Po Ngo, To Mi Yuk, To Hi Tsoi, Lo Ho Tsoi and Lo Tsui To.

3.—The said Ho Yuk informed me that she was 19 years old, that she had no parents, that the said woman who was with them and whose name I have been informed is To Ng had bought her for $590, that she was taking her to Singapore, but that she did not wish to go there but wished to get married in Hongkong.

4.—The said Ho Po Ngo informed me that she was 11 years old, that she was the sister of the said Ho Yuk, that she had no parents, that the said To Ng had bought her for $250 and that she did not wish to go to Singapore if her sister the said Ho Yuk did not go.

5.—The said To Mi Yuk informed me that she was 16 years old, that she had no parents, that she did not wish to go to Singapore but was desirous of being married in Hongkong.

6.—The said To Hi Tsoi informed me that she was 12 years old, that the said To Mi Yuk was her sister, that her parents were dead and that she wished to act as her sister did.

7.—The said Lo Ho Tsoi informed me that she was 18 years old, that she had no parents, that she was sold when quite young to a woman who again sold her to the said To Ng for the sum of $400, that she did not wish to go to Singapore but desired to get married in Hongkong.

8.—The said Lo Tsui To informed me that she was 13 years old, that she had no parents, that she had been brought by the said To Ng for $170 and that she did not wish to go to Singapore if her sister did not go.

I Ho Ayuk, at present of Victoria in the Colony of Hongkong, spinster, do solemnly and sincerely declare and say as follows:—

1.—I am nineteen years of age and unmarried, and have no parents.

2.—I was purchased in Canton for the sum of five hundred and ninety dollars by To Ng, and was then brought by her to Hongkong on or about the 9th August last.

3.—I believe the said To Ng intended to take me to Singapore, but I do not desire to go there but wish to get married in Hongkong.

4.—The said To Ng brought five other girls to Hongkong from Canton at the same time as she brought me. One of them is my own sister named Ho Po Ng. She is eleven years old and was purchased in Canton for the sum of two hundred and fifty dollars by the said To Ng. I believe the said To Ng intended taking her to Singapore also, but she does not wish to go there but wishes to stay with me. My said sister is not named To Po Ng. And I solemnly and sincerely declare and say that the contents of this my declaration are true.

SERIOUS FRACAS AT AMOY.

(*From our Correspondent.*)

Amoy, Oct. 3, 1887.

Yesterday a very serious stabbing case occurred in Amoy. It appears that some Manila men, part of the crew of the British barque *Archos*, who had gone on shore, thought themselves insulted by something which a boy belonging to one of the German vessel, here said to them, and immediately drew their knives and commenced cutting all that came in their way, with the result that four German seamen were stabbed, one very seriously. Indeed I hear that his life is almost despaired of. Another was stabbed in the back, one had a gash in his arm laying bare the bone, and the fourth was cut in the leg. A preliminary examination was held at H. B. M. Consulate this morning, when the men were remanded.

Vessels in Port.—German gunboat, *Iltis*; Steamers: *Diomed*, *Taiwan*, *Swatow*, *Glenogle*, and *Zafiro*.—Sailing Vessels: *Mercur*, *By'gia*, *Elizabeth*, *Anna Wichorst*, *Tetuan*, *Le Avenuir*, *Archs*, and *Hok Lee*.

Corea.

(*From a Correspondent.*)

Seoul, 26th Sept.

A new President of the Corean Foreign Office has been appointed; it is one Jho Puin Sik, an elderly man of considerable ability. Although not an experienced man in Foreign Affairs, his assumption of office is looked upon with satisfaction, as any one is considered better than the ignoramus (Sur) who has lately been stripped of rank. To-day Mr Takahira, the able and energetic representative of Japan, has left this place for his new post as Consul-General at Shanghai. He carries with him the good wishes of all who had the honour of his acquaintance in this country. His Excellency Condo has taken over charge of the Legation.

Yuen, the Resident, says he will go this time. He can't stand it any longer, as the Corean officials have, very rightly, ceased to call and *kotao* at his house (so-called Yamen.) For the sake of this country it is to be hoped the youngster will 'get' *chop chop*. This is the *vox populi*.

A very sensible appointment has lately been made here, viz: Mr Jeffries, of New Zealand and Australian experience, has been placed in charge of the Royal Farm and the Agricultural Department. Much good will doubtless accrue, in a few years, from this step, which is perhaps one of the most sensible acts the Government has ever taken.

It is said that the port of Ping Yang on the Tatong river will be thrown open in the third moon of next year. A considerable increase in the Customs revenues will doubtless result therefrom.

His Majesty, together with the Crown Prince, proceeded in state to visit the ancestral tombs. Tens of thousands of orderly and loyal citizens witnessed the brilliant pageant. The reverence of the people for their philanthropic Sovereign is daily increasing; while their hatred of the false and tyrannical Chinese interloper becomes more apparent from day to day.

THE MISFORTUNES OF A TEMPERANCE SOCIETY.

(Shantung Correspondent, *N. C. Daily News.*)

Among the multiplied secret sects, with which China is honey-combed, is an organisation known as the White Clothes Society, from a singular peculiarity of their costume, and also termed Tsai Li, or Ritualist. This organization inculcates total abstinence from tobacco, opium, and wine. It is spread widely over the northern part of China, and, for aught we know, elsewhere, and flourishes especially at Tien-tsin, where vigorous efforts have been made to suppress it, with but partial or temporary results.

Within a few years, this sect has been propagated within certain districts of western Shantung, and among others in a city, within the jurisdiction of Tung Ch'ang-fu. It is a custom with those of the White Clothes way of thinking, to atone for their abstinence from articles tabooed, by a liberal indulgence in those upon which there is no ban. In the fourth moon of last year, a branch of the Society made extensive and elaborate preparations to hold a great feast in a temple of a district city, where the theory of abstinence had taken root. A mat-shed was put up, the tables spread with dainties likely to cause any Chinese soul, however abstinent, to thrill with the keenest expectation. At this momentous crisis, a noise was heard at the outer gate, a sedan-chair was carried into the court, and no less a person than the District Magistrate appeared, full of wrath. 'Who are you,' he cried in rage, and 'what are you doing here?' To this, the wearers of white raiment responded by obsequious prostrations, and the announcement that their leading tenet is the worship of Heaven and Earth. To this the magistrate scornfully replied, that the worship of Heaven and Earth is sufficiently well known to enable its patrons to dispense with regalia, especially of the mourning variety, and feasts. He also added that strict instructions having come 'from above' he should proceed to seize and punish them, if they did not instantly disperse. The total abstainers would gladly have been granted a grace even of five minutes, but the Chih Hsien was inexorable, and ordered the mats to be pulled down, the sectarians whom he regarded as plotters and rebels, to disperse instantly. The whole body of would-be feasters, slunk away in confusion, glad to escape being bambooed. Their excellent dinner, it is needless to observe, found its way down the cavernous throats of the yamen 'wolves and tigers,' and total abstinence received a severe (but temporary) check. But it is a long lane that has no turning and the goodwill of an official in China is 'as thin as paper.'

Thus it happened that when, a few months later, the mother of the magistrate died, and he went into retirement, abstinence crept to the front again, and was soon as vigorous as ever. The new incumbent presumptively cared nothing for white clothes, so another feast was arranged for, on the fifth of the sixth moon of the current year. Matters had advanced to about the same stage as on the previous occasion, but the locality was prudently changed to a suburb, and to a temple of Niang-niang. But when a man is rolling down hill, everything seems to be greased for the occasion. As ill luck would have it, the new Magistrate happened to be passing the temple just at the time when the white raiments were swarming in to their feast, and he was moved to inquire who were these in bright array. On hearing that it was the Tsai-li votaries, he ordered his chair to be taken in, when the inner gates were found suddenly barred, and swarms of expectant feasters scrambled over the temple walls and fled. By the Magistrate's orders, the doors were soon broken down, specimen abstainers were captured, and browbeaten more austerely than by the official the preceding year. If the temple keeper had not chanced to be a Literary Graduate (*Hsiu-ts'ai*), he would have been severely beaten, and as it was he was terribly alarmed. The constable in whose jurisdiction this happened, received 300 blows, and others were beaten on the cheeks, with an intimation unfavourable to the further feasting of white clothes adherents in this locality. Throughout this district, there is now a profound silence (in a white clothes point of view), similar to that prevailing in an attic, just after a large cat has made a jump!

CONTAGIOUS DISEASE IN INDIA.

In view of the order recently received here from Home with reference to the Contagious Disease Acts, the following article in the *St. James's Gazette* is of special interest:—

The subject of what are generally known as contagious diseases is one which we would greatly prefer to leave alone. The object of all legislative dealing with the question ought to be the extinction of the disease. The discovery of the means to attain that object might be safely left to doctors, and the choice of the system under which those means can be best applied, to men of scientific training and practical experience. Where there ought to be no difference of opinion, except upon medical questions, the press might reasonably claim to be held excused from interference; and the subject is one which no decent person would wish to discuss unnecessarily. Unfortunately, there are plenty of persons of both sexes who are only too anxious to find subjects of this character to discuss. In this country we have suffered under the infliction of their nasty speeches and pernicious interference for many years. India, however, is in many ways a better-governed country than England; and until very recently the constituted authorities and the men of science were left untrammelled by popular agitation in their contest with disease and misery. Lord Ripon, however, always on the outlook for opportunities of self-abasement, discovered somebody to surrender to on this subject. The native advocates of free disease have been stirred up into a state of activity, and just at present their friends in England are striving their utmost to inflict upon India the curse which they have done so much to perpetuate at home. An agitation is in progress which aims at preventing the re-enactment of a recently suspended law in Calcutta, and for obtaining a repeal of a law still existing in the military cantonments throughout India. The Health Society of Calcutta, and other advocates of sanitary reform, are struggling earnestly to regain what they have lost, and to defend what they have so far retained. The fight is likely to go against them, unless public opinion in England can be awakened to the importance of the question. For that reason it is worth while to state the facts of the case plainly and emphatically.

The law on the subject which applies to the military cantonment is Act III. of 188–. This Act has been very negligently worked in some districts, and it has lately been experimentally suspended (with the worst possible results) throughout a part of the country. The enthusiasts of Exeter Hall aim at its entire repeal. In Calcutta, where a large number of soldiers are stationed, a ecial provisions were for many years in force under Act XIV. of 186–. After eleven years of beneficent operation this Act was suspended under the malign influence of Lord Ripon. In 1881 it was suspended in the northern part of the town, in 1883 throughout the town. The Health Society of Calcutta have recently published in their admirable journal a paper setting forth facts which will enable any one who chooses to study them to form an opinion for himself on the question whether the Calcutta Act of 1863 ought once more to be put in force or to be absolutely repealed.

The Surgeon-General of Bengal made a report to the Government in 1884 in which he declared that 'no sanitary improvement could possibly be brought to more absolute demonstration than the vast decrease of the worst of the contagious diseases in Calcutta, and its practical disappearance from the garrison, under the working of the Act of 1863.' This assertion is fully borne out by the statistics referring to the soldiers, the policemen, and the general population of the town. The garrison statistics are particularly striking. The worst form of the disease was incurred in 1868 by 10 per cent. of the garrison. In 1869, when the Act first came into force, the ratio sank to 9 per cent.; in 1870 to 6 per cent. In 1872 it was 5·7. It never again, while the Act was in force, reached 5 per cent., and was in four years less than 2 per cent. It is not too much, then, to say that it practically disappeared. In 1883, when the Act was suspended throughout the city, it rose at once to 10 per cent., and in the following year to upwards of 30 per cent. In the same year, 1884, no less than 68.14 per cent. of the garrison suffered from some form or another of these complaints. These figures deserve to be realised. The sanitary reformers of Calcutta had fought the disease for eleven years. Among those whom it most largely affected they had, with the assistance of the Legislature, practically extirpated it. Suddenly their hands are stayed. The co-operation of Government is withdrawn. At a bound the disease resumes and surpasses its earlier prevalence. Those who feel no compassion for the victims of such wanton and senseless sham philanthropy may perhaps realise the economical disadvantages of a system which tends to disable the greater number of our expensive Indian army.

The ruin of the health of the Calcutta garrison is almost complete. The propagation of disease throughout the town is rapidly proceeding. The legal machinery for the prevention of these evils stands idle, and the almost unanimous demand of the medical profession for its use falls on idle ears. And what arguments are used against them? The impious assertion that we are thwarting Providence by intercepting the blow which it aims at evil-doers can hardly find acceptance except among the blindest and narrowest bigots. Such an argument would condemn almost every form of medical activity. If it is wicked to prevent a disease, how can it be right to cure it? The argument which rests on the humiliation inflicted upon women is of little weight in India. Those whom their caste dooms from their birth to the most degraded pursuit are not apt to resent that supervision which saves them from unspeakable horrors. No sound argument has been used or can be used against the suspended laws. They have been sacrificed to the clamour of vulgar and ignorant demagogues, who imitate the demagogues at home by adopting every cry which lends itself to rhetorical declamation. The Bengal Government knows its duty but fears to do it; and now that the prurient loquacity of meddlesome blasphemers in England has come to swell the outcry of Lord Ripon's disciples in Calcutta, there is not much chance of a triumph for common sense and humanity unless Englishmen at home have the courage to speak out.—*St. James's Gazette.*

THE *TIMES* ON BRITISH INFLUENCE IN CHINA.

Mr Archibald Colquhoun's letter should be read in connexion with the report of the French Technical Commission on the Tonquin railways. The Commission recommends the prompt construction of a group of lines to unite Annam and Tonquin with one another, with the sea, and with the southern provinces of China. In the first place, it considers a trunk line ought to be laid from Port Courbet on the Bay of Honegay, which would pass through Bacninh. Four secondary lines are to link themselves to it in course of time. One, it is designed, shall proceed to Langson, with a view to a continuation to Lien-Chow, a town in the centre of the Chinese province of Kwangsi. Another branch from the trunk is to follow the bank of the Red River and penetrate Yunnan. By two others Tonquin and Annam are to be threaded and consolidated. Mr Colquhoun does not concern himself with communications by which the foreign possessors of Annam and Tonquin purpose to render their occupation beneficial to themselves and their subjects. He is as little inclined to complain of projects for tapping the trade of southern and south-western China. France is within its right in developing its Chinese commercial relations. His aim simply is to point out to his countrymen that the natural and lawful profit of France may become a needless and irreparable loss for them, unless they take measures for counteracting detrimental effects. At present Yunnan may be said to be commercially no man's land. Though it borders both on Burmah and on Tonquin, the want of railways has made it practically inaccessible to foreign traders. Chinese caravans monopolize its custom. Not long ago that would have been of small import to Western nations. Intestine strife, pestilence, and the barbarous thoroughness with which the Chinese troops, after their manner, repressed the Mahomedan rising, rendered it for a generation a waste. Now it has been re-peopled, chiefly from Sechuen, and is growing rapidly in wealth. Any Western State which establishes a regular trade with it is sure to be richly rewarded. Kwangsi and Kwei-chan already are well known to European traders, though indirectly. Hongkong has been the principal centre from which foreign goods have come to them. The supply has been limited and obstructed by difficulties on the route. Rapids block the access of steamers, and even of boats, except for a certain distance. Mr Colquhoun apprehends that, with the new trading stations and privileges secured by France on the Tonquin frontier, aided by the contemplated railways every obstacle in the way of British trade will be magnified, and that, unless England obtain counterbalancing facilities, British goods will be ousted by French from their own ground.

Against the danger on the side of Kwangsi and Kwei-chan, his specific is a railroad from Pakhoi to Nanning. Nanning is twenty-five days' journey by boat from Canton. Its junction by rail with Pakhoi would, he calculates, at once place British trade in so favourable a position with the two provinces that the competition of the French at their new treaty town of Langson need not be feared. He anticipates little objection by the Pekin Government to the grant of the requisite concession, or to the opening, which is part of his scheme, of Wu-chan, in Kwangsi, as an additional treaty port. Then there is Yunnan to be fought over by European commerce; and for that the best base of British operations does not lie at Hongkong or Canton. The obvious retort to French commercial designs upon Yunnan at Langson is, he is convinced, a railway from Moulmein to Ssumao. In previous letters he and Mr Hallett have demonstrated the superiority of this route to rival engineering plans, which, if there were no mountains in the way, might appear shorter and easier. His present object is to bring home to the British public the indisputable truth that, if Frenchmen gain the command of the markets of Yunnan and Sechuen, it will only be because England abdicates its advantages. In the ownership of Burmah it holds, as he says, the key to the position. By neglect of the opportunities, the conquest of Upper Burmah has furnished for the establishment of ready intercourse with Western China, it suicidally forfeits the most profitable return for the trouble the annexation has caused it. Though there were no great markets beyond, a railroad to cement together the different provinces of Burmah seems a necessary consequence of the occupation. It is the surest remedy for brigandage and disorder, and for the disinclination of the people for peaceable pursuits. When to all this are added the collateral benefits which cannot fail to spring from a realization of the juxtaposition of Siam and Western China, the delay in deciding upon the undertaking is the more manifestly reprehensible. Perhaps, the signs that France has no intention to abstain from acting upon the privileges it has extracted from the Chinese Government may quicken the energy as well of British merchants as of the Executive Statesmen have so much on their hand that they seldom take the initiative in schemes like this which Mr Colquhoun has so indefatigably urged, unless they feel a strong pressure of public sympathy behind them. Mr Colquhoun is not likely to find them very grateful to him for driving them on. But the work, when it is accomplished, will not be the less useful that the importunity of years has been necessary to induce authority to recognize notorious commercial and geographical facts.

Mr Colquhoun combines with his appeal for the construction of indispensable and, happily, inevitable railways a protest against recent sharp practices of local Chinese custom-houses in the matter of import dues. Under the Anglo-Chinese treaty now in force a transit-pass payment is supposed to cover the lekin and barrier duties between the port and the market to which the foreign goods are consigned. The transit-pass is only two and a half per cent., which is much under the aggregate of the separate dues. Consequently, the arrangement might seem to be very favourable for the merchant. Pekin consented to it because the Imperial Government itself received the consolidated transit-pass, while the provincial treasuries had the lekin. But the provincial administrations have taken to levying on the Chinese purchaser a separate tax, which they justify on the plea that the Chinaman pays it, and they have a right to tax their own subjects, though not foreigners beyond the treaty rate. Evidently, as Mr Colquhoun argues, this is a glaring evasion of the convention, and as unjust to the merchant as if he were taxed directly. His goods are equally burdened by the amount of the supplementary impost on the native buyer. At the same time, it is a different question to that of the building of railways; and we are inclined to believe that Chinese officials will be more easily persuaded to tolerate railways within their borders than to resist the temptation to mulct foreign goods. Much has been gained when a country like China shows symptoms of a willingness to accept innovations such as the electric telegraph and railways. That it is on the point of tolerating, or more than tolerating, them is as clear as that a multitude of applicants are seeking permission to satisfy the want. From all quarters foreign engineers and capitalists are bringing railway schemes to converge upon the Empire. France prepares to invade Kwangsi and Kwei-chan. Russia is eager to besiege the northern provinces with a network of Siberian lines. American and German contractors have negotiations constantly on foot at Pekin for liberty to execute illimitable works. China should be flattered at the anxiety of a crowd of suitors for leave to confer on it an enormous boon; and England will be a dog in the manger if it only grumble, and do not join the company. Its duty is, without grudging equal freedom to others to operate within the sphere of their legitimate activity, to claim the right to do its part. Mr Colquhoun indicates to-day, not for the first time, lines on the south and the west which it is its proper business to construct. Englishmen need not seek to absorb the whole foreign trade with China. When once China has fully awoke to a taste for relations with the outside world, its markets will be large enough for every nation which has the means of fulfilling the conditions, and cares to fulfil them. They will be less open than they are now to those that reject the invitation, or choose to accept it only on their own terms.

Quotations

Hongkong, *October 5.*

Opium—New Patna, cash	...	477½ to 480
„ Old „ cash		482½
„ New Benares, cash		470
„ Old „ cash		471¼
„ New Malwa, cash	...	520
„ Allowance, Taels	...	32/48
„ Old Malwa, cash	...	540/60
„ Allowance, Taels	...	32/80
„ Persian, Oily, cash		550
„ Allowance, Taels	...	None
„ Persian, Paper tied		660
„ Allowance, Taels	...	None

Exchange.

Hongkong, October 5.

On London—	
Bank, Wire,	3/2¼
„ On demand, ...	3/2¼
„ 30 days' sight,	3/2½
„ 4 months' sight, ..	3/2¾
Credits, 4	3/3
Documentary, 4 months' sight	3/3⅛
On Paris—	
On demand, ...	4.04
Credits, 4 months' sight,	4.13
On New York—	
On demand, ...	77¾
Credits, 60 days' sight,	79
On Bombay—	
Wire, ...	224½
On demand,	225
On Calcutta—	
Wire, ...	2 4½
On demand, ...	225
On Shanghai—	
On demand	72¾
30 days' sight, ...	73⅜
Gold Leaf, 100 fine	32.10
Sovereigns, ...	$6.20

Temperature.

(*Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.*)

Barometer—	9 A.M.	29.89
Do.	1 P.M.	29.82
Do.	4 P.M.	29.79
Thermometer—	9 A.M.	80
Do.	1 P.M.	84
Do.	4 P.M.	84
Do. (Wet bulb)	9 A.M.	68
Do. Do.	1 P.M.	74
Do. Do.	4 P.M.	74
Do. Maximum	...	85
Do. Minimum over night		77

CHINA COAST METEOROLOGICAL REGISTER.

October 4.—at 4 P.M.

Station.	Barometer[1] reduced to sea level and 32° Fht.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain during previous 24 hr.
Bolinao....	29.77	76	—	WSW	3	o r	—
Haiphong	29.92	86	95	NE	3	c	—
Hongkong	29.80	83	69	E	2	b	—
Amoy	29.85	86	72	ENE	3	b	—
Foochow ..	29.86	82	52	NE	3	b	—
Shanghai..	30.0	73	81	NE	3	b	—
Nagasaki..	29 88	—	—	NE	4	—	—
W'ostock.	30.17	54	—	E	1	c	—
October 5—at 10 A.M.							
Bolinao....	29.76	78	—	—	0	o d	—
Manila ...	—	—	—	—	—	—	—
Haiphong	29.92	80	80	E	1	b	—
Hongkong	29.85	81	42	N	3	b	0.02
Amoy	29.61	78	65	NE	4	b	—
Shanghai..	30.00	69	85	NNW	2	b	—
Nagasaki..	29.89	—	—	NE	2	—	—
W'ostock.	30.14	46	95	—	0	b	—

At 4.45p. yesterday, the following notice was issued: 'Typhoon approaching Formosa.' The typhoon has since approached the channel. It is probably blowing hard in southern Formosa.

W. Doberck,
Government Astronomer.
Hongkong Observatory, October 5.

1. Barometer, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.
2. Temperature, in the shade in degrees, Fahrenheit.
3. Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. Direction of Wind, to two points.
5. Force of Wind, according to Beaufort scale.
6. State of Weather: b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, e dew (wet).
7. Rain in inches, tenths and hundredths.

METEOROLOGICAL REGISTER.

At 4 P.M. to-day.

Barometer	. . .	29.74
Temperature	. . .	83
Humidity	. . .	36
Direction of Wind	. .	NNW
Force	. . .	2
Weather	. . .	0

Hongkong Observatory, Oct. 5, 1887.

SUN AND TIDE TABLE FOR HONGKONG.

(*From The Hongkong Almanack.*)

October.

Day of Month.	High Water. Morn. H. M.	High Water. Aft. H. M.	Sun. Rises. H. M.	Sun. Sets. H. M.
5	11.2	10.36	5.54	5.44
6	11.41	10.57	5.54	5.43
7	0.26 a	11.24	5.54	5.42
8	1.38 a	11.58	5.54	5.41
9		3.31	5.55	5.40
10	0.50	5.15	5.56	5.39

High water at Whampoa: 2 hrs. 30 mins. later than at Hongkong; at the Barrier: 3 hrs. 15 mins.; at the Salt Flats: 3 hrs. 30 mins.; at Shameen: 3 hrs. 45 mins.

Moon—Last Quarter 10d. 0h. 34m. afternoon.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW-YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW-YORK* will be despatched for San Francisco, via Yokohama, on TUESDAY, 11th October, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways; to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of some is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, September 22, 1887. 1847

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, ANCONA, VENICE, TRIESTE, PLYMOUTH, AND LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship *BOKHARA*, Captain C. R. EDWARDS, will Her Majesty's Mails, will be despatched from this for LONDON, *viâ* BOMBAY and SUEZ CANAL, on TUESDAY, the 11th October, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of sailing.

Parcels and Specie (Gold) at the Office until Noon on the day of sailing.

Tea, Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week later than by the ordinary direct route *viâ* Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
Acting Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 24, 1887. 1868

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama and Honolulu, on THURSDAY, the 20th Instant, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco	$200.00
To San Francisco and return, available for 6 months ...	350.00
To Liverpool	333.00
To London	338.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 %. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 3, 1887. 1933

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON TUESDAY, the 18th October, at Noon, the Company's Steamship *SAGHALIEN*, Commandant HOMERY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 17th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 30, 1887. 1912

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 31st day of October, 1887, at 4 p.m., the Company's Steamship *SACHSEN*, Captain JAHN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 30th Instant. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, October 1, 1887. 1927

Intimations.

The Overland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China 'hands' and others, both at home and in the Far East, who do not take the daily journals.

The Overland China Mail will be regularly posted from the *China Mail* Office to subscribers, on their addresses being forwarded to us.

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" Single Copy,	0.30.		

China Mail Office, Hongkong.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH *MORNING STAR*

RUNS DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsa-Tsui at the following hours:—This Time Table will take effect from the 15TH APRIL, 1887.

WEEK-DAYS.		SUNDAYS.	
Leaves K'loon.	*Leaves H.K.*	*Leaves K'loon.*	*Leaves H.K.*
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	10.15* "	10.30 "	10.45 "
10.30* "	12.30 P.M.	11.00 "	NOON.
12.45 P.M.	1.00 "	12.30 P.M.	1.15 P.M.
1.30 "	2.00 "	1.30 "	2.00 "
2.20 "	3.00 "	2.30 "	3.30 "
3.30 "	4.00 "	3.30 "	4.00 "
4.15 "	4.30 "	4.15 "	4.30 "
4.50 "	5.10 "	4.50 "	5.10 "
5.25 "	5.40 "	5.25 "	5.40 "
5.55 "	6.15 "	5.55 "	6.15 "
6.45 "	7.00 "	6.45 "	7.00 "
7.15 "		7.15 "	

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,

BY

ERNEST J. EITEL, PH.D., TUBING.

THIRD EDITION,

REVISED, WITH ADDITIONS.

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LANE, CRAWFORD & Co.

Hongkong, August 20, 1884. 1698

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY,

TENTH YEAR.

THIS *Review*, which was intended to meet the wants of many students of Chinese caused by the discontinuance of '*Notes and Queries on China and Japan*,' has reached its Fourteenth Volume. The *Review* discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the *Review* now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the *Review* in this direction, the Magazine would be rademore generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China etc., and to give critiques embodying sketches of the Most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, *China Review*, care of *China Mail* Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords farther and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs Balfour, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopsch, Parker, Playfair, Giles, Piton, and Taylor—all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at $6.50 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to; Address, 'Manager, *China Mail* Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising Review.'—*Northern Christian Advocate* (U.S.)

'The *China Review* * * * * has an excellent table of contents.'—*Celestial Empire.*

'The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'—*Celestial Empire.*

'This number contains several articles of interest and value.'—*North-China Herald.*

'The *China Review* for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are as usual very interesting.'—*North-China Daily News.*

'A substantial and reliable *Review* which all students of China and the Chinese would do well to patronise.'—*Chrysanthemum.*

'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries . . . Mr E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press.*

Trubner's Oriental Record contains the following notice of the *China Review*:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked or from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

WASHING BOOKS.

(*In English and Chinese.*)

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CHINA MAIL Office.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked a., near the Kowloong shore b., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	*Anchorage.*	*Captain.*	*Flag and Rig.*	*Tons.*	*Date of Arrival.*	*Consignees or Agents.*	*Destination.*	*Remarks.*
Steamers								
Activ	3 h	Revsbeck	Dan. str.	355	Sept. 28	Arnhold, Karberg & Co.		
Ashington	3 c	Reynell	Brit. str.	809	Oct. 5	Siemssen & Co.	Newchwang	
Batjan	5 c	Koch	Dut. yght.	87	June 17	Arnhold, Karberg & Co.		For sale
Catterthun	5 c	Darke	Brit. str.	1406	Sept. 23	Russell & Co.	Sydney, &c.,	7th inst.
Celebes	5 c	Joon	Dutch str	1423	Sept. 28	Jardine, Matheson & Co.	Singapore	To-morrow
China	3 c	Haye	Ger. str.	1091	Oct. 1	Yuen Fat Hong	Swatow & Bangkok	To-morrow
City of New York	5 c	Searle	Amer. str.	3129	Sept. 2	P. M. S. S. Co.	San Francisco	11th inst.
Danube	3 h	Fowler	Brit. str.	561	Sept. 27	A. R. Marty	Haiphong	
Diamante	5 c	McCaslin	Brit. str.	514	Oct. 2	Russell & Co.	Amoy & Manila	To-morrow
Diomed	5 c	Bigley	Brit. str.	1436	Oct. 4	Butterfield & Swire	London, &c.	To-morrow
Don Juan	5 c	Marquez	Span. str.	482	Oct. 2	Brandao & Co.	Amoy and Manila	To-morrow
Dubung	2 h	Bertelsen	Ger. str.	927	Oct. 3	Bun Hin Chan	Swatow	To-day
Foorkang	3 h	Hogg	Brit. str.	990	Oct. 5	Jardine, Matheson & Co.	Shanghai	
General Werder	10	Schuesmann	Ger. str.	1 20	Sept. 27	Melchers & Co.	Yokohama	
Gilsland	5 c	Robinson	Brit. str.	1058	Sept. 28	Siemssen & Co.		
Glaucus	5 c	Hannah	Brit. str.	1381	Oct. 5	Butterfield & Swire	Amoy and Shanghai	
Glucksburg	2 h	Schultz	Ger. str.	1093	Sept. 28	Melchers & Co.	Bangkok	7th inst.
Greyhound	3 c	Wright	Brit. str.	227	Sept. 28	Adamson, Bell & Co.		
Haiphong	5 h	Harris	Brit. str.	1122	Oct. 1	Douglas Steamship Co.	Coast Ports	To-morrow
Hampshire	5 c	Kerruish	Brit. str.	1699	Sept. 28	Russell & Co.		
Hesperia	5 c	Christiansen	Ger. str.	1135	Oct. 4	Siemssen & Co.	Hamburg	7th inst.
Ilissus	3 c	Roura	Fren. str.	779	Sept. 19	Bun Hin Chan		
Jacob Christensen	8 c	Bjerck	Nor. str.	1109	Oct. 2	Mitsui Bussan Kaisha		
Lombardy		Brookes	Brit. str.	1720	Sept. 25	P. & O. S. N. Co.		Canton Dock
Lorne	3 c	Hunter	Brit. str.	1035	Sept. 25	Bun Hin Chan		
Marie	3 c	Schefer	Ger. str.	704	Oct. 3	Wieler & Co.	Haiphong	To-morrow
Ningchow	5 c	Castle	Brit. str.	1735	Sept. 23	Arnhold, Karberg & Co.		
Phra Chom Klao	3 h	Watton	Brit. str.	1011	Oct. 3	Yuen Fat Hong	Swatow & Bangkok	
Pilot Fish	6 h	Stopani	Brit. tug.	161	Sept. 27	H. K. & W. Dock Co.		
Sarthe	3 h	Poiteau	Fch. str.	470	Oct. 4	Carlowitz & Co.		
Sea Gull	8 h	C. Lesbirel	Amer. str.	48	.....	China Traders Insurance Co.		For sale
Taichiow	2 h	Morris	Brit. str.	862	Sept. 23	Yuen Fat Hong	S'apore & Calcutta	12th inst.
Trisang	5 c	Davies	Brit. str.	1505	Sept. 29	Jardine, Matheson & Co.	Yokohama	11th inst.
Tuheran	5 c	Seymour	Brit. str.	2600	Oct. 5	P. & O. S. N. Co.		
Velox	1 c	Kallsen	Ger. str.	636	Sept. 25	Eduard Schellhass & Co.		
Vespasian	3 c	Stevens	Brit. str.	797	Oct. 3	Arnhold, Karberg & Co.		
Wellingdorf	5 c	Zulks	Ger. str.	728	Oct. 4	Wieler & Co.		
Sailing Vessels								
Allie Rowe		Phillips	Haw. bg.		June 9	Wieler & Co.		K'loon Dock
Anton Gunther			hulk.	441	Feb. 11	Chinese Customs		K'loon Bay
Aron	3 c	Christensen	Norw. bqe.	634	Oct. 1	Order		
Clan Mackenzie	5 k	Harris	Brit. sh.	1597	Aug. 31	Arnhold, Karberg & Co.	London, &c.	
Comet	5 c	Krippner	Ger. sh.	1083	Aug. 5	Carlowitz & Co.	Hamburg	
Doretta	5 c	Jorgenson	Siam. bg.	300	Sept. 14	Chinese		
Eidsvold	3 c	Sannas	Norw. sch.	262	Sept. 26	Eduard Schellhass & Co.		
Elmina	3 c	Jarki	Nerth. bg.	289	Sept. 9	Eduard Schellhass & Co.		
Erlkonig			hulk.	450	July 9	Chinese Customs		Patent slip
Governor Goodwin	3 c	Lester	Amer. sh.	1414	Sept. 17	Siemssen & Co.	New York	
Governor Robie	3 c	Blanchard	Amer. sh.	1027	Sept. 6	Russell & Co.	New York	
Goliah	3 c	Simpson	Siam. bqe.	542	Sept. 14	Chinese		
Granite State	2 h	Ross	Amer. sh.	1624	Sept. 15	Pustau & Co.	New York	
H. Printzenburg	3 c	Ahrens	Ger. bqe.	553	Sept. 22	Gonsalves & Co.	Honolulu	
Hattie E. Tapley	5 k	McConnachy	Brit. bqe.	907	Sept. 9	Chinese		
Hei Cheong	2 h	Martin	Brit. bqe.	325	Aug. 24	Chinese		
Iris	5 c	Shaw	Ger. sch.	206	Sept. 20	Siemssen & Co.		
Isaac Reed	3 c	Waldo	Amer. sh.	1487	Sept. 27	Siemssen & Co.	New York	
Kitty		Laird	Brit. bqe.	803	Aug. 20	Order		K'loon Dock
Lady Harewood	3 c	Williams	Brit. bqe.	682	Sept. 27	Order		
McNear	5 k	Larrabee	Amer. sh.	1245	Aug. 22	Carlowitz & Co.	New York	
Melusine	3 c	Mehlburger	Ger. bqe.	937	Sept. 12	Melchers & Co.		
Nardoo	3 c	Lampbell	Brit. bqe.	379	Oct. 2	Order		
Nyl-Ghaus	5 c	Butler	Brit. sh.	1252	July 23	Pustau & Co.	New York	
Osaka	5 c	Rowe	Brit. bqe.	865	Sept. 10	Pustau & Co.	London, &c.	
Romsdal	3 c	Whyte	Br. 4m. sh.	1827	Sept. 5	Pustau & Co.	Hamburg	
Siam	4 c	Lange	Siam. sch.	294	Oct. 2	Chinese		
South American	9 c	Tucker	Amer. sh.	1700	Sept. 19	Russell & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	*Rig.*	*Tons.*	*Guns.*	*I.H.P.*	*Captain.*	*Where at.*
Alacrity	despatch-vessel	1400	—	—	Captain R. Blair Maconochie	Shanghai
Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Yokohama
Calliope	corvette	2380	—	—	Captain Kane	Hongkong
Cockchafer	gunboat	465	4	470	Lieut.-Com. H. H. Boteler	On a cruise
Constance	corvette	2380	14	2590	Capt. L. C. Keppel	Yokohama
Cordelia	corvette	2420	—	—	Captain Henry H. Boys	Nagasaki
Daring	sloop	940	4	920	Captain A. H. Buldero	Singapore
Esk	gunboat	360	3	340		In reserve
Espoir	gunboat	465	4	470	Lieut.-Com. H. R. Adams	Canton
Firebrand	gunboat	455	4	460	Lieut.-Com. Denison	On a cruise
Heroine	corvette	1420	8	1470	Captain Chas. J. Balfour	Yokohama
Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Yokohama
Linnet	gun-vessel	756	5	1050	Commander W. Marrack	Shanghai
Merlin	gunboat	430	4	430	Lieut.-Com. W. M. Maturin	Shanghai
Midge	hospital-ship	603	—	—		Hongkong
Mutine	sloop	1200	—	—	Captain J. H. Martin	Hongkong
Orion	2 screw iron armor plated	4870	4	4040	Captain T. H. Royse	Penang
Rambler	sloop	830	3	600	Commander W. U. Moore	On a cruise
Rattler	gunboat	670	6	1200	Lieut.-Com. W. Maitl. Dougall	Singapore
Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Shanghai
Satellite	cruiser	1420	8	1400	Captain Arthur L. Alington	Kobe
Solent	torpedo mining launch	150	—	—		Hongkong
Swift	gun-vessel	756	5	1010	Commander A. C. B. Bromley	Kobe
Tweed	gunboat	360	3	340		In reserve
Victor Emanuel	receiving ship	5157	14	—	Commodore Maxwell, A.D.C.	Hongkong
Wanderer	sloop	925	4	750	Captain Orford Churchill	Shanghai
Wivern	turret-ship	2750	4	1450		Hongkong

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief.

☞ For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	*Flag and Rig.*	*Tons.*	*Guns.*	*H.P.*	*Captain.*	*Where at.*
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Aragon	Spanish cruiser	1908	—	—	Captain D. E. Zulnags	Manila
Aspic	French gunboat	470	4	450	Commander Rupé	
Aurora	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Yokohama
Bobre	Russian cruiser	1100	—	—	Captain Menschicoff	Nagasaki
Brooklyn	U. S frigate	3900	14	1200	Flagship of Admiral Chandler	Yokohama
Comète	French gunboat	475	4	450	Lieut.-Commander Martel	Haiphong
Dmitry Donskoy	Russian frigate	6000	—	—	Captain N. Scrydloff	Kobe
Essex	U. S. corvette	1375	6	900	Commander Jewell	Yokohama
Iltis	German gunboat	489	—	—	Captain Eickstedt	Amoy
Jaguar	French gunboat	445	2	270	Lieut.-Commander Foret	Haiphong
Lutin	French gunboat	485	4	425	Captain Nény	Haiphong
Marion	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chelmulpo
Monocacy	U. S. sloop	1370	6	1470	Commander H. Glass	Yokohama
Mordj	Russian gunboat	455	7	60	Commander Moltsoff	Corea
Nautilus	German gun-vessel	755	4	600	Captain von Hoven	Singapore
Nayezdink	Russian cruiser	1330	8	250	Captain Zarine	Vladivostock
Omaha	U. S. corvette	2400	12	1150	Capt. Courtis	Yokohama
Palos	U. S. gunboat	420	6	500	Lieut.-Com. Thomas Nelson	Yokohama
Parseval	French gunboat	—	—	—	Captain M. Foret	On a cruise
Pluvier	French gunboat	540	—	420	Lieut.-Commander Poidloue	Haiphong
Primauguet	French cruiser	2290	16	2270	Captain Buge	Yokohama
Rapido	Italian cruiser	1458	5	—	Captain F. Cravosia	On a cruise
Rio Lima	Portuguese gunboat	540	—	—	Captain Raphael d'Andrade	Macao
Rynda	Russian cruiser	3000	—	—	Captain Th. Avellan	Kobe
Sivoloh	Russian cruiser	900	1	1000	Commander Suoürieff	Corea
Sobol	Russian gunboat	455	7	60	Commander Boyle	Japan
Tamega	Portuguese gunboat	610	5	500	Commander P. I. Gouveia	Macao
Turenne	French frigate	5880	12	4250	Captain Juge	Yokohama
Vestnik	Russian corvette	1330	—	—	Captain Lang	Yokohama
Vipere	French gunboat	480	4	425	Capt. de Maroller	Yokohama
Vitiaz	Russian corvette	2950	12	—	Captain Makaroff	Kobe
Vostock	Russian gunboat	—	4	—	Commander Mutchonsky	Vladivostock
Wolf	German gunboat	384	6	340	Captain Jocsalike	Shanghai

SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHAMPOA.

Vessel's Name.	*Flag & Rig.*	*Destination.*
Kwang Lee	Chi. str.	Shanghai
Lady Harwood	Brit. bqe.	
Swatow	Brit. str.	
Yangtsze	Brit. str.	

AMOY.

In port on September 27, 1887.

MERCHANT STEAMERS.

Fokien	British
Formosa	British
Ingraban	German
Thales	British
Yorkshire	British

MERCHANT SAILING VESSELS.

Bylgia	Ger. bqe.
Daniel	Ger. bqe.
Elisabeth	Ger. bqe.
Mercur	Br. 3m. sch.
Omega	Brit. bqe.
Tetuan	Ger. bqe.

FOOCHOW.

In port on September 24, 1887.

MERCHANT STEAMERS.

Fuyew	Chinese

MERCHANT SAILING VESSELS.

Emilie	Norw. sch.
Hedvig	Brit. bqe.
Perle	Brit. bqe.

SHANGHAI.

In port on September 26, 1887.

MERCHANT STEAMERS.

Ajax	British
Bokhara	British
Chi Yuen	Chinese
Fungshun	Chinese
Ghazee	British
Ingeborg	British
Kiang-piau	Chinese
Kung-wo	British
Lee Yuen	Chinese
Neckar	German
Port Adelaide	British

MERCHANT SAILING VESSELS.

Acia	Brit. sh.
Aurora	Brit. bqe.
Batavia	Brit. bqe.
Benj. Sewall	Am. sh.
Chihaya Maru	Japan. bq.
Dione	Norw. bqe.
Honolulu	Brit. sh.
Martha	Brit. bqe.

TIENTSIN.

In Port on September 17, 1887.

Anglo India	Brit. bqe.
Augusta	Ger. bqe.
Charley	Brit. bqe.
George	Dan. bqe.
Norway	Nor. bqe.
P. Wilhelmina	Dut. sch.
Siam	Siam. bqe.

NAGASAKI.

In port on September 21, 1887.

Kozaki Maru	Japan. bqe.
W. G. Davis	Amer. sh.

HIOGO.

In port on September 21, 1887.

Alex. Gibson	Amer. sh.
Dymonene	Brit. sh.
Importer	Amer. bqe.

YOKOHAMA.

In port on September 23, 1887.

Fearless	Ger. cut.
Mohawk	Brit. bqe.
Orient	Ger. bqe.
Roslin Castle	Brit. bqe.
Winnipeg	Brit. sh.

MANILA.

In port on September 23, 1887.

Anamba	Brit. bqe.	Liverpool
Austriana	Brit. sh.	
Austion	Norg. bqe.	
Benj. T. Hunt	Amer. bqe.	
Britannia	Norw. bqe.	
Carl Bohn	Ger. bqe.	
Daggry	Norw. bqe.	Boston
Drumeltan	Brit. sh.	
Eilario	Brit. sh.	
Emblem	Brit. bqe.	
Eugenie	Brit. bqe.	
Formosa	Brit. sh.	
Hercules	Amer. sh.	U. Kingdon
Hiram Emery	Amer. bqe.	
Hirat	Brit. sh.	
H. I. Libby	Brit. bqe.	
Ivy	Brit. bqe.	
Jubez Howe	Amer. sh.	
Lennie Burtil	Brit. sh.	Boston
Leopold	Ger. sh.	London
Mary L. Stone	Amer. sh.	
Nagpore	Brit. sh.	
Nomad	Amer. bqe.	
Ringleader	Amer. sh.	United States
Santa Clara	Amer. sh.	

BANGKOK.

In port on September 21, 1887.

Bua Pan	Siam. bqe.	
Hermann	Ger. bqe.	
Kim Chye Seng	Siam. bqe.	
Linda	Ital. bqe.	
Q. Sorette	Ital. sh.	
Standard	Ger. sh.	

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